

The Hongkong Telegraph

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Humidity 89 53

August 24 1914, Temperature 6 a.m. 80 2 p.m. 86
Humidity 88 65

3003 日四十月七年卯乙

TUESDAY, AUGUST 24, 1915.

二拜禮 號四廿月八年亥港 SINGLE COPY 10 CENTS
\$36 PER ANNUM

WEATHER FORECAST

FINE

Barometer 29.05

TO-DAY'S LATEST WAR TELEGRAMS.

THE BALTIC SEA FIGHT.

THE MAGNIFICENT EXPLOITS OF A RUSSIAN GUNBOAT.

Russians Maintain a Two-days' Battle Despite Fog.

"ONE OF THE ENEMY'S POWERFULST DREADNOUGHTS."

[Reuter's Service to The "Telegraph."]

THE NAVAL BATTLE IN THE BALTIC.

DETAILS OF THE ACTION.

August 23, 2.15 p.m.
According to Reuter's correspondent at Petrograd the Naval General Staff says that on the 16th instant, the German fleet renewed, with heavy forces, its attacks on the entrance to the Gulf of Riga. The Russian fleet, after two days fighting, repulsed the enemy's attacks, whose attempts to penetrate were singularly favoured by the fog. Thus considerable forces got into the Gulf of Riga, while the Russian warships fell back, though continuing to resist, without losing touch with the Germans. Then on the 19th and 20th the enemy carried out reconnaissance in various directions, though at the same time the naval battle continued.

The enemy had suffered considerable losses through torpedo craft. The Russians lost the gunboat Sivoutch which perished gloriously in an unequal action with a German cruiser which was escorted by destroyers. The cruiser closed with the Sivoutch at a distance of 400 yards and the gunboat, though wrapped in flames fore and aft, continued to answer shot for shot until she sank, having previously destroyed a German destroyer.

The enemy on the 21st, owing to the losses sustained and the barrenness of the results, apparently evacuated the Gulf.

From the 16th to the 21st two German cruisers and not less than eight German destroyers have either been put out of action or sunk. At the same time our gallant British Allies torpedoed, in the Baltic, one of the most powerful dreadnoughts in the German Fleet.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

THEIR MAJESTIES VISIT INDIAN WOUNDED.

August 23, 5.25 p.m.
Their Majesties and Princess Mary visited the Indian wounded at Brighton. The King conferred a number of decorations.

After inspecting Earl Kitchener's hospital their Majesties drove to the Pavilion, where, after conversing with many of the wounded in bed, they walked on to the lawn, where the Indians were drawn up; the King animatedly conversing with the recipients of honours and shook hands with each.

August 23, 5.25 p.m.
A despatch to the Chicago Daily News from Imbros on the 20th instant says that the British landed 60,000 men at Savla Bay in twenty-four hours on the 18th of July and completely surprised the Turks, whose communications were cut. The surrender of the whole Turkish army in Gallipoli is inevitable.

WAR TELEGRAMS.

THE NAVAL BATTLE IN THE BALTIC.

ELEVEN GERMAN WARSHIPS SUNK.

August 23, 5.40 a.m.
A Petrograd communique makes the bold announcement that the German fleet has left the Gulf of Riga. This was the first intimation of a great Russian naval victory, the details of which were subsequently announced in the Duma by President Rodzianko, which led to rejoicings in Petrograd.

M. Rodzianko said that the superdreadnought Moltke, three cruisers and seven torpedo-boats were sunk, whereupon the remnant of the German fleet quitted the gulf. The Germans attempted to land at Pernow on four big barges, but the Russian militia, aided by artillery, exterminated the invaders and captured the barges.

BRITISH SUBMARINES RENDER VALUABLE AID.

August 23, 6.05 a.m.
Reuter's correspondent at Petrograd says that crowds are besieging the Admiralty to learn the latest news.

The blow inflicted on the Germans is of such gravity that it will compel the enemy to revise his plan of co-operation of the land and sea forces, and probably lead to the abandonment of further developments around Riga.

The British submarines valuably aided the Russian fleet, which from the shelter of Great and Little Sounds, were able to harass, cripple and finally expel the enemy from the Gulf.

The losses of the Russians are extremely small and the efficiency of the fleet is in no wise impaired.

The members of the Duma asked M. Rodzianko to congratulate the navy on its splendid achievement, and to convey to the Minister for War their compliments on the defeat of the invaders at Pernow by local levies.

NAVAL CONFIRMATION.

August 23, 12.50 p.m.
A naval communique from Petrograd confirms that the Russians sank two German cruisers, and eight destroyers, while a British submarine sank one of Germany's finest dreadnoughts.

THE DARDANELLES.

TURKISH ATTACKS FAIL.

August 23, 7.15 a.m.
A Turkish communique shows that heavy fighting is in progress at the scene of the fresh British landing at Gallipoli. It mentions the landing of naval guns on the 21st inst. after which the enemy, numbering a division, attacked in the district of Anafarta. The communique declares that this and another attack near Ariburau on the afternoon of the 21st failed.

THE RUSSIANS.

ENEMY ATTEMPTS TO SECURE PEACE.

August 23, 7.15 a.m.
Reuter's correspondent at Petrograd says that M. Sazonoff informed a deputation of the Press that the repeated attempts by the enemy to inaugurate a discussion of a separate peace between France and Russia had met with an absolute negative. The confidence of the Allies in the attainment of their aims is in no wise shaken.

THE GERMAN OUTRAGE ON SUBMARINE E18.

August 23, 7.25 a.m.
It is stated in Copenhagen that when the German torpedo boat started shelling the British submarine E18, the crew of the latter were standing on the bridge with their arms crossed, singing.

WAR TELEGRAMS.

FINANCIAL RESOURCES OF GERMANY.

August 23, 7.20 a.m.
According to Reuter's correspondent at Amsterdam the Telegraph learns from Geneva that Dr. von Bethmann-Hollweg convoked a secret sitting of Ministers, leading politicians and publicists prior to the sitting of the Reichstag.

The Finance Minister explained that the new war loan would completely exhaust the financial resources of Germany, and an increase of Exchequer bonds would cause complete bankruptcy. Therefore it was necessary to prepare for an honourable peace.

Dr. von Bethmann-Hollweg said, difficulties were increasing and he advised those present to use their influence to soften the bellicose inclinations and expansion policy of the Reichstag and the country, and to carefully prepare peace proposals acceptable to the Entente.

Herr Dernburg's report about the feeling in the United States made a strong impression.

General von Moltke fully agreed and said that only those uninformed in regard to the situation could hope for the possibility of a complete defeat of the Russians.

The meeting, however, refused to adopt the resolution, advising the Reichstag of the necessity for moderation.

Dr. von Bethmann-Hollweg then intimated if the majority showed an irreconcilable Chauvinistic attitude he would be obliged to resign, as he could not accept responsibility for disaster.

SWEDISH GENDARMES KILLED IN PERSIA.

August 23, 5.25 p.m.
Reuter's correspondent at Petrograd says that a Swedish instructor and twelve gendarmes were killed and 22 wounded in a fight with Persian brigades near Kasvine.

KING VISITS FLEET.

Pride and Admiration for Splendid Force.

The King attended by Sir Charles Oust, one of his Naval Equerries, and Lieut. Colonel Olive Wigram, left London about six p.m. on July 6 for an undisclosed destination, and returned to Buckingham Palace on July 11.

In the meanwhile his Majesty has been busy visiting and inspecting the vessels of the Grand Fleet and seeing something of their preparations for any service that may be required of them.

The King visited the Fleet not merely in his capacity as titular head of the Navy, but as a keen, practical sailor, who learned everything he possibly could while on actual duty, and has made a special point of keeping himself in touch with all important changes since. He has repeatedly backed up his theoretical knowledge and various stages of evolution by seeing practical tests and judging for himself of the improvements which have gone to make as near perfect as possible the modern fighting machine which plays so important a part in the defence of Great Britain and the Empire.

His Majesty's Message.

In these circumstances his Majesty's opinion of the force which he has just inspected is of special interest and adds greatly to the value of the following cordial message, which he has addressed to Sir John Jellicoe: "I am delighted that I have been able to carry out a long cherished desire to visit my grand Fleet.

"After two most interesting days spent here I leave with feelings of pride and of admiration for the splendid force which you command with the full confidence of myself and your fellow-countrymen. I have had the pleasure of seeing the greater portion of the officers and men of the fleet.

"I realise the patient and determined spirit with which you have faced long months of waiting and hoping.

"I know how strong is the comradeship that links all ranks together. Such a happy state of things convinces me that, whenever the day of battle comes, my Navy will add fresh triumphs to its old glorious traditions."

Admiral Jellicoe's Reply.

His Majesty has received the following reply from Admiral Jellicoe: "I am very glad to hear of the success of your visit to the Fleet."

"On behalf of the officers and men of the Grand Fleet, I beg to tender your Majesty my most profound thanks for your message. Your Majesty's intimate knowledge of the feelings which permeate the officers and men of the Royal Navy will enable you to appreciate the depth of their devotion, loyalty, and respectful affection, which feelings your Majesty's visit has intensified.

"The memory of it will carry us through any further trials of patience that may be before us."

"On my own behalf, I beg to assure your Majesty of my conviction that the glorious traditions of the Navy are safe in the hands of those I have the honour to command."

(Signed) J. B. JELICOE, Admiral.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Germans in the Gulf of Riga suffered considerable losses through torpedo craft.

Their Majesties, the King and Queen, with Princess Mary visited the Indian wounded at Brighton.

A Chicago Daily News despatch says that the British landed 60,000 men at Savla Bay in 24 hours.

A Turkish communique says that a Turkish attack near Ariburau and another in the district of Anafarta failed.

An American newspaper despatch says that the surrender of the whole Turkish army in Gallipoli is inevitable.

A Swedish instructor and 12 gendarmes were killed and 22 wounded in a fight with Persian brigades near Kasvine.

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The enemy's attempts to penetrate the Gulf of Riga were singularly favoured by the fog. Thus considerable forces got into the Gulf.

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The Germans attempted to land at Pernow on four big barges but the troops of the Russian militia, aided by artillery, exterminated the invaders and captured the barges.

A German cruiser, in the naval battle, closed with the Russian Sivoutch at a distance of 400 yards and though the gunboat was wrapped in flames, fore and aft, she answered shot for shot until she sank.

Dr. von Bethmann-Hollweg intimated that if the majority of the Reichstag showed an irreconcilable Chauvinistic attitude he would be obliged to resign, as he could not accept the responsibility of disaster.

DON'T FORGET.

TO-DAY.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Saturday, August 28.
Hongkong Hotel Co., Ltd.
meeting of Shareholders—noon.
Agnostic Fete V.B.C.—9 p.m.

NOTICES

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Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor.
Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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THE MANAGER.

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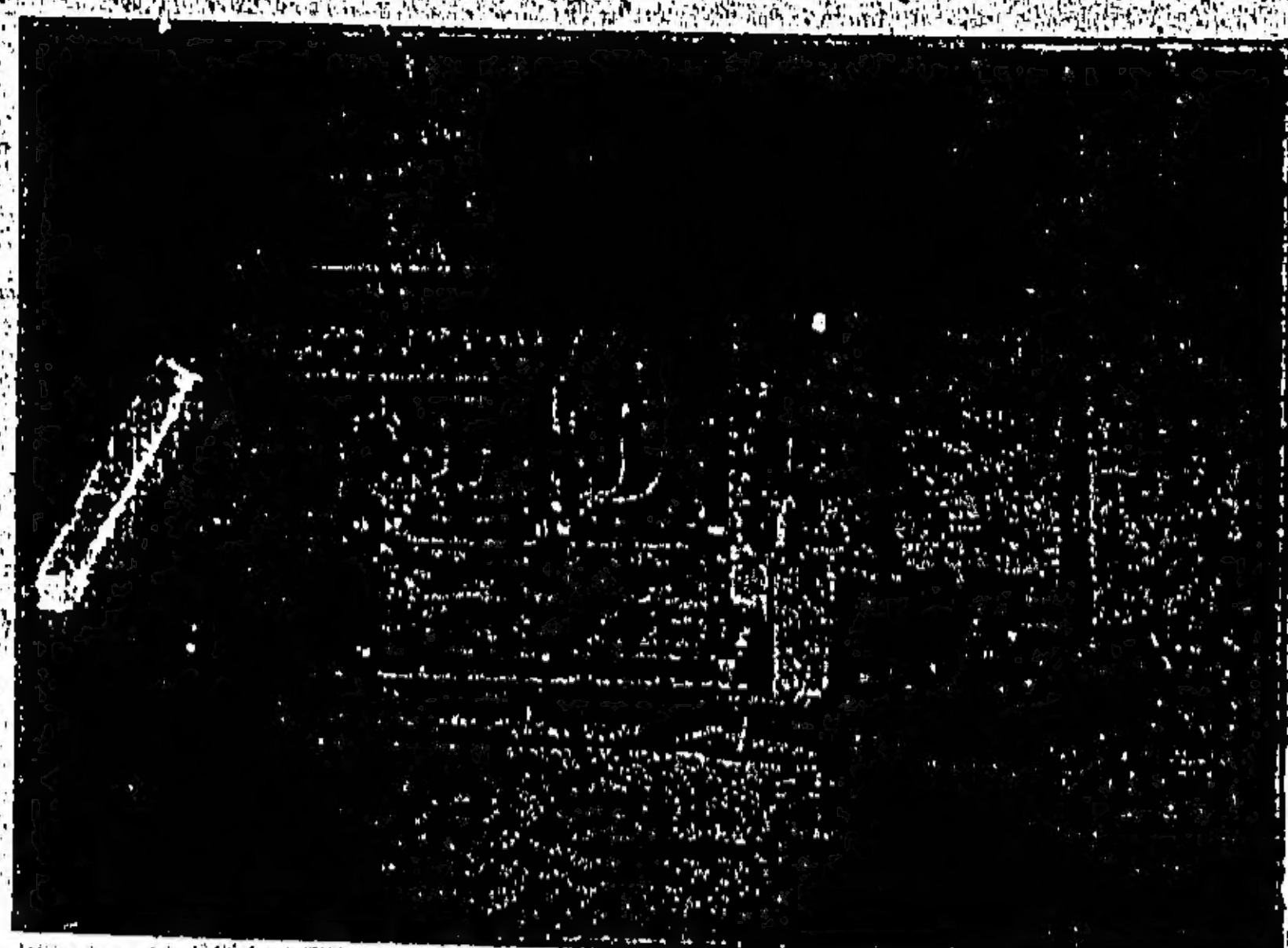
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South China Morning Post.

The Blind of China.
The teaching of trades to the blind millions of China would be a blessing, but China is not advanced far enough for this yet. There are other pressing problems facing her. Still, the Chinese might help to ease the burden which now rests on some of our earnest lady missionaries in Hongkong and elsewhere. We know what the missionaries in Hongkong have done for many years to alleviate the distress of the blind, but we can scarcely realize what existence must be to the afflicted in the interior, where charity is not dispensed with so liberal a hand. We also know how generous the Chinese in Hongkong can be when an appeal is made to them, and we feel sure that to point to the quiet work done in Hongkong is but a reminder that some things may be loosened even during the war to alleviate, if only in a small way, the unhappy condition of those whose lives are spentdark, amid the blaze of noon.
Irrecoverably dark total eclipse.
Without all hope of day.

Daily Press.

The Submarine as a Weapon of War.

Since the month of February, however, we have seen deliberate warfare carried on by German submarines against defenceless passenger liners, peaceful merchant shipping, and even fishing craft, and notwithstanding the horror and detestation expressed throughout the civilized world, these barbarities continue. While this piracy has brought every discredit on Germany in practicing her "blockade," it has not brought about the results that were expected, as the weekly returns of the shipping of the United Kingdom clearly attest. We do not know the full total of ships sunk to date, but a month ago the figures were given as 200, and of these seventy were neutral ships. Mr. Churchill some time ago reminded us that in the French war we lost ten ships a week for a period of ten years. Compared with this, the results of Germany's submarine piracy are meagre indeed. But ships to-day are larger and the cargoes in many cases, perhaps, more valuable, and no doubt when the values of ships and cargoes come to be tallied up at the end of the war it will represent an important item in the indemnity which will be demanded from Germany.

China Mail.

Aircraft and Cavalry.
The relative functions of aircraft and cavalry have since the outbreak of the war been frequently the subject of not a little controversy. It must not be supposed, however, that the present anticipations of the development of the aeroplane as a fighting machine may be realized, that the value of cavalry is at an end; this is not the expert's view in any sense. It is probable that in the early stages of a battle, or of a campaign, the cavalry arm will cease to play the important role that at present is, and has hitherto been, assigned to it, and that the pushing out of advance posts and reconnaissance will devolve more and more on the armed and armoured motor-car and aeroplane. However this may be, there will still remain country in which cavalry can be advantageously employed, country in which cover (woods, forests, &c.) is plentiful, where mounted men are secure from aerial observation and attack, and where a mounted force is virtually the only means by aid of which the terrain can be effectively reconnoitred.

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Hongkong, 18th July, 1913

GENERAL NEWS.

Mr. Justice Woodward.

Mr. L. M. Woodward, Judicial Commissioner, F.M.S., has been appointed Senior Puisne Judge, Straits Settlements.

For Wounded Australasians.

The first remittance was forwarded by wire on August 18, through the Hongkong and Shanghai Bank as follows:—"Commandant Australasian Forces, Gallipoli Peninsula. Receive Four hundred Pounds Shanghai donation proceeds comforts Australasian wounded, Decks."

Miss Billie Burke Becomes Cinematograph Actress.

Denver, Col., July 12.—Billie Burke, the actress, has accepted an offer for \$30,000 for an engagement of five weeks with a Pacific coast movie concern. At the time of the death of Mr. Charles Frohman, it was predicted that Miss Burke hereafter would be under the management of her husband, Mr. Florenz Ziegfeld, Jr. This was denied later with the news that she would continue under the Frohman estate and that Mrs. Cushing was writing a new play for her. Miss Burke, it is believed, will leave the Frohman interests.

Singapore Mortality Return. The rate of mortality in the Settlement of Singapore for the week ended August 7 was 28.87 per mille of the population per annum. The total number of deaths was 175, of which 120 were male subjects and 55 female. Convulsions claimed 15, phthisis 24 and malaria fever 19. The highest number of deaths, 31, took place between the ages of 25 and 35. The deaths under three months numbered 28 and between that age and one year 20. Three Europeans died, one Eurasian, 131 Chinese, 26 Malays and 11 Indians.

Died While Playing Tennis. The death occurred suddenly at Tronoh, on the 6th inst., of Mr. S. Bradshaw, late of Melbourne. During a game of tennis at Tronoh Club, says the *Times* of Malaya, he complained of a pain in the heart, and almost immediately after expired on the Club verandah. He had been in the country only a few months, and some eighteen days ago commenced work on Tronoh mines. He leaves a widow and 5 children. The funeral took place at Batu Gajah on the 7th, the Rev. Father Brossard officiating. The funeral was attended by members of the staff of Tronoh mines.

Drowning Accident at Rangoon. A drowning accident took place in the river at Rangoon on August 1, alongside the steamer Ellora moored at the Barr Street quay, the victim being a European lady, Miss F. Lochlin, twenty years old, a resident of the Royal Hotel, Rangoon; the sampan rower and Mr. Cooper, chief officer of the Ellora, had a narrow escape. From Mr. Cooper's statement to the police it appeared that Miss Lochlin had paid a visit to the ship and he was about to take her ashore, and in stepping on to the sampan the little craft turned turtle and she was thrown into the water and was not seen again.

The Astor House Shanghai. The report is current in Shanghai that the Central Stores Ltd., (the Palace Hotel) will shortly become the proprietors of the Astor House, arrangements to that effect having been all but concluded with the representatives of the Astor House debenture-holders says the *Shanghai Mercury*. There can be no doubt that the amalgamation of the two leading hotels in Shanghai will tend greatly to strengthen the position of Shanghai hotels, while the convenience of the travelling public is likely to be better served by both concerns working together than in rivalry. We look for great things in the way of the improvement of the hotel business in Shanghai by the two hotels being brought under the same management, and the way the present directors of the Central Stores have brought the Palace Hotel back to a dividend paying position is an eloquent testimony to the combination of enterprise and prudence in their methods.

NOTICE.

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S. MOUTRIE & CO., LTD.

OUR SPORTS LETTER.

(From Our Own Correspondent.)

London, July 9, 1915.

(Continued from Saturday)

He is not likely to come forward in the same way in reference to the St. Leger. That is more a matter for the Doncaster Corporation which has benefited so immensely in the past from the annual celebration of the race. The Corporation, however, would be handling public monies, and I doubt, therefore, whether any "grant in aid" would be legal even if favoured.

Some reference is necessary to the defeat of Mr. J. B. Jost's crack four-year-old, Black Jester, for the Princess of Wales' Stakes at the Newmarket First July meeting. He was beaten three lengths by the three-year-old Rosendale, the latter being in receipt of 21 lb. or 6 lb. more than weight for age. For half an hour after he pulled up Black Jester was extremely distressed, and so acutely did he blow as to indicate as plainly as could be that he was not right physically though he had appeared to be so. It was stated afterwards by Jones, who rode Rosendale, that Black Jester gave him the impression at the starting post of being "set fast," a state of muscular rigidity across the loins. This would afford an all sufficient reason for his defeat, but one must also recognise other reasons. One was the heavy state of the going which was bound to affect a horse set to carry as much as 10-4, which has never been carried to victory at any time in the history of the race. In particular it was noticed how the horse struck a bad patch in the Dip about a quarter of a mile from home. He collapsed then in a stride or so and from that point, had no chance of catching the three-year-old. Black Jester is at his best on hard ground, so perfect is his action, and it was, therefore, his misfortune that the termination of a long drought should have come on the eve of the race. Moreover, he is not built on big lines by any means, and had top weight been 9-4 instead of 10-4 with the other weights down in proportion, it is conceivable that he would have done appreciably better. Rosendale was bred and owned by Sir John Thurstley, and was third to Pommern and Let Fly for the New Derby. He is a fine staying three-year-old, and a strong and game finisher, but after all he was readily beaten by the other two for the New Derby. The result suggested that Pommern is a much better three-year-old than Black Jester was, but, on the other hand, we are not satisfied that we saw the best of the black horse in this race.

On the same day as Black Jester failed quite a brilliant sprinting performance was put up by Volia, who won the July Cup of six furlongs without being pressed in the slightest degree. He is only a three-year-old, and the one-time great sprinter Hornet's Beauty received 11 lb. and finished last of four though widely backed to beat the younger horse. Volia had previously won the

Victoria Cup at Hurst Park. In that seven furlong handicap he carried 7.12 and won easily. Lord Carnarvon bred him from his own horse Valens, and there is no doubt that he is the fastest horse we have seen for a long time. Pommern would not improbably be beaten by him at six furlongs. Prominent two-year-old winners during the latter half of the meeting were Limond and Finella, winners respectively of the Exeter Stakes and Fulbourn Stakes. They were bred by their owners. Mr. James Russell owns the former, the good-looking colt being a son of Desmond from a lovely mare named Lindal. Mr. Hulton's Finella is a half sister of Silver Tag, being a daughter of the champion Sir Polymelus and Silver Fowl. Another winning two-year-old of this important week was Lord Derby's unnamed colt by Polymelus-Bromus. Polymelus, therefore, is easily holding his position at the heading of affairs, but, of course, the defeat of Black Jester was a set back for him.

Football. So far as the clubs are able to exercise their authority, football will be played next season, but it may be assumed that there will be a general curtailment if not a total abandonment of the old competitions. Hence for the period of the war the professional as a paid player will cease to exist. As the rule stands at present a professional who joins the army is automatically reinstated as an amateur and it is proposed to make this rule applicable to the professionals now engaged in munition workshops, and on other national service. No wages will be paid. At first it was intended to offer a maximum fee of £1 a match, but wisely it has been agreed to provide no inducement whatever to men to leave their work. The question arises: Will men accustomed to be paid for playing football now take part in matches without financial reward? There will, of course, be great difficulty in raising teams, and the general standard of play will sink to the level of the time when there was no attempt to exploit the sport for commercial purposes, but the love of the game is not dead to the professional, and unless one's preconceived ideas are grievously wrong he will snatch at the opportunity to exercise his football talents. There is likely to be a grouping of the clubs for the convenience of the arrangement of fixtures, and little competitions may be run on the League system. This revolution is not very alarming, but those who look ahead predict far-reaching changes in the football world when the war is over and the game again comes into its kingdom. In future the professional will not be allowed to spend five out of his six "working" days in idleness under the pretext of training. Honest work is a better means of keeping fit than loafing round a football ground playing cards or billiards. There will be no more big wages and the day of the £1000 transfer fee has passed for ever. The game, even as a commercial enterprise, was top-heavy, and the foundations must be rebuilt on broader and stouter lines.

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TO LET.—From 1st September, that part of the building known as "Stonehenge" No. 5, Robinson Road, now in the occupation of the Nippon Yusen Kaisha—particularly suitable for a Boarding House. Apply to DAVID SASSOON & Co., Ltd.

George Gray Beaten.

Despite four breaks of over 500 each, George Gray failed for a second time to beat the British billiard champion, Melburne Iman, in a match of 18,000 up. The margin against him was the substantial one of 788, but practically the whole of this advantage was gained during the last session which began with the scores almost level. With the last 800 odd points to obtain the young Australian had just as good a chance of winning as Iman, but during most of the hour's play which served to bring the match to an end, he had to sit and watch his opponent running away from him to victory. That is one of the worst experiences a billiard player can suffer. For a fortnight Gray had been playing with splendid courage and against one of the most formidable match-winners the game has known, and now with the end near and the honours within his reach he was compelled to look on, utterly helpless to counteract the all-conquering effort of this opponent. It is at such times as these that there seems something wrong with billiards. Patience is of no avail. When the final session began Iman was in play with a small break of nine, and before he broke down he had scored 561, his highest score of the match. Then after a fruitless innings he ran to his points with 196 unfinished. Meanwhile Gray had had two turns at the table with scarcely the possibility of making a good break. It was a truly brilliant

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2 Buys with their Moorings, both in first class condition having been recently thoroughly overhauled and relaid with new mooring chains.—For further information apply to R. C. Morton, Agent.

finish on the part of the champion. Iman's big break was an extraordinary effort. He used every pocket almost in turn yet he was never in any difficulty, so fine was his judgment of strength and his control over all three balls. He broke down through a trifle of bad luck. In making a cannon he aimed to coax the red over a top pocket in readiness for the next stroke, but when it seemed to be coming to rest on the edge it toppled down. With the red spotted the result was that instead of being left with an easy stroke he had to play a most awkward screw cannon and failed. In this, as well as in his first match against Iman, Gray was criticised for what were thought to be wrong tactics, but whilst he certainly did not "use" the red ball to the extent of a year ago it should be remembered that he is now playing with ivory balls, and that they will not "do" the same as those made of composition. The change has created many big difficulties for the Australian, and a year's practice has not enabled him to overcome them. When he first came to England and played with composition balls he was able to give Iman almost a third of the game. Now with ivories he cannot play him level.

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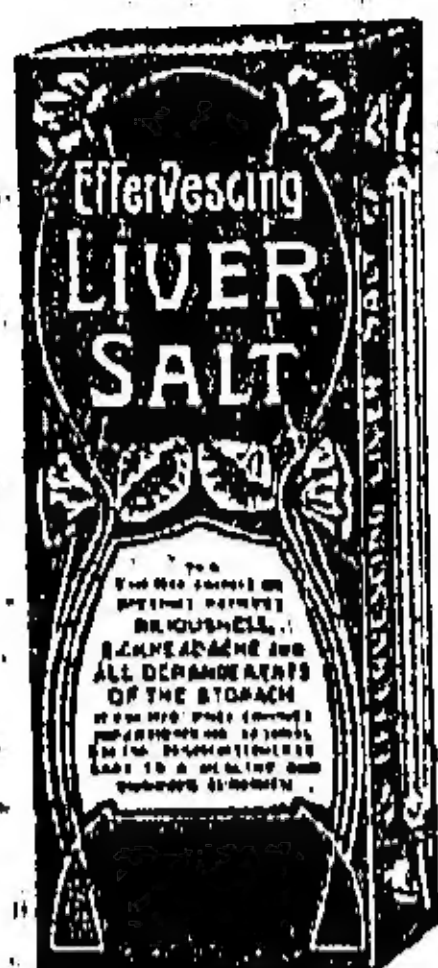
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The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 24, 1915.

NATIONAL REGISTRATION.

Mail advices to hand concerning the National Registration Bill and the debate thereon in the House of Commons on the motion for the second reading disclose the fact that, had a small but noisy group of Radicals been given their way, the measure would not have been passed into law. The opposition to the Bill was led by Sir Thomas Whitaker, and its opponents used the strongest language they could lay their tongues to in denouncing it. Objection to the measure was based on numerous grounds—first and foremost that it was intended to prepare the way for Conscription, next that it was a wholly unnecessary Bill, yet again that it implied a "Prussianizing" of our national life, and, further, that it had an ulterior motive which was not disclosed; while resentment was also shown to the provision which made registration compulsory. It is most comforting, however, to know that the House as a whole was in no mood to give ear to these weakly criticisms of a most beneficial Bill, which subsequently passed its second reading by 253 votes to 30.

From the very outset of the debate Mr. Walter Long, who had charge of the Bill, made clear the Government's determination to see the measure placed on the Statute Book. In a speech which was noteworthy for its sound common sense he outlined the case for the Bill, anticipated the objections raised against it, and, before the Radicals had a chance of getting a word in, declared that the Government would gladly consider any suggestion for making the Bill more effective, but would resist with all its power anything which tended to destroy the measure. The conscription bogey was quickly disposed of by assurances from the Government benches that the Bill would compel no-one to serve either in the trenches or in workshops, and the objections to compulsory legislation were neatly answered by Mr. Long's reminder that both National Insurance and the periodical census-taking were compulsory. Then, on the question of necessity, no difficulty was found in making out a good case. As Mr. Long stated, without the passage of the Bill we should have no record of what he termed "the human resources" of the nation, and it requires no very deep thinking to realise how great a purpose such a record will serve in a crisis like the present, when every ounce of energy counts. And here it may be noticed that there are at any rate two respects in which the Bill will perform most useful service. It is common knowledge now that hundreds of men have been sent to the front who could serve their country far better in the workshop. Many of these men in fact, are now being sent home again. And we have it on the authority of the Secretary of State for War that the Bill will enable him to avoid taking men who ought not to be taken for military service. Then, too, the Bill will enable men who are willing to do something for the nation, but who have not been told what is wanted of them, to indicate the kind of work they are qualified to perform. And, incidentally, as Mr. Long took occasion to point out, if there are any individuals who at this solemn moment in our history are deliberately avoiding their duty, the Bill will compel them to avow and admit it.

There can, therefore, be no two opinions as to the utility of this new measure of national organisation. We have seen in this war what great opportunities have been lost because we are, in the main, an unorganised people. Conversely, it has been made plain that Germany has held her own so well largely by reason of her closer control over her people. The Bill can justly be regarded as a great measure, preparing the way, as it does, to deal with emergencies as they arise. It evidences a large degree of foresight on the part of the Coalition Government, and we do not doubt that the time will come when the nation will have cause to bless the day when it was conceived and the time when it was put into full operation.

Our Roads.

Not for the first time by a good many, a complaint reaches us as to the handiness with which Chinese contractors and the coolies in their employ play fast and loose with roads which have been constructed at a vast expense to the Colony. We have repeatedly drawn attention to the loading up of barrows with such weights as drive the wheels into the face of a road and convert it into a good imitation of a ploughed field. The latest that we hear on this subject is that the tarred roadway in Chatham Road, Kowloon, is being cut up in this fashion by trucks. Of course it is easy to say that the P.W.D. should use better and more permanent metal; and, from all that we have seen of that Department's performances in the past, we do not feel moved to a very enthusiastic defence of it. But one has to be fair to both sides. Any tarred road in this climate is apt to become soft and to retain wheel impressions; and, knowing this, one would think that the authorities would limit the needless dragging backwards and forwards of trucks. Many of the loads thus conveyed could be better carried by coolies, and the coolies themselves undoubtedly prefer the latter method.

More Floods Threatened.

We stated yesterday, on the authority of the Harbour Master at Canton, that the river again shows signs of rising. Of course one sympathises with the Kwangtung officials over their being threatened with yet another inundation almost before the last one has come to an end; but the question is: will anything short of having to live in a state of perpetual fear of floods determine them to do something definite and permanent towards the prevention thereof? The Chinese of the South are a feckless sort of people who think that tomorrow will never come, and, the moment danger is removed, they fall back into the old maskee state, forgetting that there is such a thing as trouble in the world. The Government, knowing the class of people that it has to deal with, should surely realise that it is its own duty to do the thinking and the mauling and the providing. Any European Government would have conquered these floods half a century ago, or at least would have prevented them from doing their worst.

Where the Fault Lies.

An answer to the question: who is to blame for the existence of the floods? is hinted at in the report of H.B.M.'s Consul General in Canton, excerpts from which we published yesterday. "The work of repairing dykes has been left largely to local effort and is by no means completed. Lack of funds is likely to prove a bar to the undertaking of river conservancy works on a large scale." Where foreign interests are so much involved there is nothing unreasonable in asking the Ministers of European Powers in Peking to convey a broad hint to the General Government on a point like this. Money has been provided for river conservancy times enough, but on every occasion, it has drifted into the wrong hands. So far as internal policy goes, it is no business of any foreigner whether the officials of such and such a country are honest or dishonest, whether the people's interests are cared for or neglected. But the Kwangtung floods are very much the business of the foreigner, for not only is he asked to contribute to the distress occasioned by them but he is often a serious financial loser, as foreign merchants on Shamsen, whose godowns were washed out, can testify. It certainly is time that forcible representations were made to the Central Government to the effect that it must "do something," and do it without any further delay.

Europeans and their Dogs.

At the Police Court, this morning Mr. L. Smith, 54, the Peak was fined \$5 for permitting his dog to wander without a muzzle. There was an adjournment in a similar case in which Mr. Nicholls was the defendant.

DAY BY DAY.

OFF EXPECTATION FAILS, AND MOST OF THERE WHERE MOST IT PROMISES.—All Well That Ends Well.

The Weather.

Lower level 8 a.m. Temp. 84; sunshine.
At the Peak 8 a.m. Temp. 78; sunshine.

Count the Columns.

Yesterday the Telegraph published 37 columns of solid reading matter. To-day there will be 38 published.

The Mails.

French Mail.—Arrived per s.s. Cordillera to-day.
Siberian Mail.—Dae per s.s. Sava Maru to-day.
Siberian U.K. and U.S. Mail.—Closed per s.s. Chiyo Maru to-day at 11 a.m.
Siberian Mail.—Closed per s.s. Cordillera to-day at 3 p.m.

Up to the Minute—Share Market News.

Closing prices:—

Douglas's.—\$68½, sellers.
Indos.—Combined \$148 s. Preferred 55 b. Deferred 92 s.
Lazons.—\$38½ and 39 sales.
Kailans.—30/- buyers.
Ural Caspian.—39/- sales.
Hongkong and K. W. and G. Co. Ltd.—\$75, buyers.
Humphrey's Estates.—\$6½, buyers.
Light and Power.—\$4.40, sales and buyers.
Green Islands.—\$8.10, buyers.
Hongkong Tramways.—\$5.20, buyers.
Langkats.—Tls. 37½, buyers.
W. Powells.—\$6.90, sellers.
Shanghai Cottons in S'hai.—Tls. 103, buyers.
Peak Tramways (old).—\$9.60, sales and buyers.

The Dollar.

The rate of the dollar on demand to-day is 1s 9 3/8d.

To-day's Anniversary.

To-day is the 31st anniversary of the bombardment of Foochow by the French fleet under Admiral Courbet.

So Mote It Be!

According to the Chinese calendar, to-day is Oh'-ah, or the stopping of the great heat.

The Chinese Minister.

The Chinese Minister to London and Madame Sze have taken a house at Maidenhead for the summer.

Money Taken from Safe.

The police report that Mr. Ludin a clerk in the Swedish Trading Company has informed them that during the night of the 23rd inst., some person stole from his safe in his office \$520 in money.

Solicitor's Loss.

Mr. E. C. Faithfull, solicitor, has reported to the police that during the last forty eight hours some person has stolen from his office seven electric bulbs, one desk fan and two blades of an overhead fan valued \$54.

To H Ip the Belgians.

The Hon. Secretary of the Catholic Women's League wishes to make a further appeal for clothing for the Belgian refugees at Home. Gifts of boots, shoes or clothes suitable for men, women or children would be warmly appreciated. Will the charitably-disposed of Hongkong help in this good work? Parcels should be addressed to the Secretary, Catholic Women's League, St. Patrick's Hall, Garden Road.

HARBOUR OFFENCES.

Before Commander C. W. Beckwith, R.N., at the Marine Court this morning P. O. Ragb charged Chan Yung Shu, boatmaster with unlawfully moving about the harbour during prohibited hours and with unlawfully failing to renew the licence of his boat. Defendant was fined \$3 for the first offence and \$2 for the other.

Wong Sai, boatmistress who was charged with unlawfully moving about the harbour during prohibited hours on the 23rd inst., was discharged.

NOTES ON THE CRISIS.

MONEY MATTERS IN GERMANY.

The Sea Fighting.

That crippledness which the Kaiser claimed to have inflicted on the Russians seems to have got a little mixed, and to be less perfect than His Imperial Majesty had been led to believe. Apparently the Germans had been doubting the sufficiency of the crushing for some while, and so determined on a combined sea and land attack on the Baltic Provinces. The "landing" at Pernow was, like a good many other of the German performances, tinged with comic opera; for not only were the invaders dealt with quite easily by the local militia without the help of artillery, but the said militia added insult to injury, and contributed a note of humour, by commanding the barges in which the world conquerors hoped to get ashore. As to the actual sea fight, the accounts of it are still not clear. The President of the Duma announced the sinking of three cruisers and seven torpedo boats, while, according to a Russian naval communique, the lost craft were two cruisers and eight destroyers. Both accounts agree, however, as to the destruction of the Dreadnought Moltke, the communique adding that this was performed by a British submarine. But numbers and description of war vessels concern us less than the central fact that "the blow inflicted on the Germans is of such a gravity as will compel the enemy to revise the plan of co-operation of the land and sea forces." The Germans would really be well advised to decide, out of hand, that they were not built for sea-fighting.

The Dardanelles.

Whether we accept or whether we laugh at the statement of a Chicago paper as to the details of the landing at Suvla Bay, and its somewhat enthusiastic conclusion that "the surrender of the whole Turkish army in Gallipoli is inevitable," we have to admit that that landing is beginning to "talk"; that the Turks are finding that there is something to show for it. The enemy is making some queer admissions from time to time: as, for instance, the landing of British naval guns and the failure of their own attacks. There is nothing unreasonable in inferring that Sir Ian Hamilton's army can, and eventually will, cut off the enemy at present on the Peninsula from all hope of supplies and reinforcements; and the outcome of such a situation is not difficult to guess. One naturally feels impatient for further news as to naval progress in the Straits themselves, as well as curious to know how the Italians' new step is going to effect matters in this direction.

That "Honourable Peace."

Another telegraphic statement which it becomes us to accept with a certain amount of reserve is that concerning the Reichstag and the Chancellor's admissions. Usually the Dutch paper responsible for the story has been found to be accurately informed, but it seems strange that Dr. von Bethmann Hollweg's moan should come within four and twenty hours of the triumphant announcement of a loan propaganda that was going to knock "sensational" English advertising methods "out of time." Of course it was a foregone conclusion that Germany's money could not last forever, any more than that of other countries; and where other countries have credit she apparently has none. The "honourable peace" which she is likely to get will be something of a revelation to those of her people who have been swallowing Berlin press lies all this while. And is there any truth in the statement that General Moltke has dared to speak of those who believed in the possibility of beating Russia as "uninformed"? What will the Kaiser say to this?

THE MARINE COURT ENQUIRY.

Master's Certificate Suspended with Costs Against the Company.

Yesterday evening at the Marine Court judgment was given in the enquiry at the request of the Hongkong Canton and Macao Steamship Co., Ltd., and Capt. R. A. Birse, master of the s.s. Tai Shan, into the alleged incompetency and misconduct of Capt. James Willox, master of the s.s. On Lee, owned by the Sze Yap Steamship Co. Ltd., in regard to a collision which occurred between the two ships in the Western Examination Anchorage near the western boundary of the harbour limits.

The court was composed of the following:—Commander C. W. Beckwith, R.N.; Acting-Commander F. Gibson, H.M.S. Tamar, Capt. W. Messey, s.s. Yuen-sang; Capt. C. P. Seddon, s.s. Japan, and Capt. E. Forsyth, s.s. Kueichow.

Mr. Eldon Potter, instructed by Mr. J. Scott Harston, appeared for the Hongkong Canton and Macao Steamship Co., and Mr. H. E. Pollock, K. C., instructed by Mr. G. D. Wilkinson, for the captain of the On Lee.

The president read the following finding:—

We find that the s.s. Taishan, Official No. 133,245 of Hongkong of whom Robert Alexander Birse, Certificate of Competency No. 024435 of Dundee, was Master, arrived at the Western Examination Anchorage, Hongkong, on a voyage from Macao at 6.19 p.m., August 8th, and sighting the Examination Officer's launch, steered for same and that when within some 600 yards from that launch, was ordered by the signal M.N. to stop, and then, as is customary with the way off the ship, to proceed slowly and carefully towards the examination vessel. This signal was answered by the "Taishan" hoisting her answering pennant in the usual manner, and reducing speed, coming alongside of the examination launch; practically stopped and with her engines going astern. We find that at the time the signal M.N. was first made, the s.s. On Lee, of which James Willox, Certificate of Competency No. 036,321 was Master, was also seen approaching the Examination Anchorage from the south-west, and about 1,000 yards off, going at full speed and heading for the examination launch. That the Master of the On Lee, however, took no notice of the urgent signal M.N. which was made general to both ships with full sized flags hoisted to a yard 25ft. above the examination launch rail and kept flying for some two to three minutes and the opinion of the Court on this point is that, if a proper lookout had been kept on board the On Lee this signal must have been seen. The On Lee proceeded at full speed towards the examination launch, and when about 300 yards, stopped her engines and reversed, altering course to starboard some three points to pass ahead of the examination launch, which was by this time backing down to deal with the Taishan, and the On Lee did collide with that ship when going at between two to three knots, hitting her amidships and doing extensive damage, and we are of opinion that, if the Tai Shan had not been protected by a heavy timber fender strike, she would have been sunk, as a blow by the On Lee at that speed and end on would represent a weight of some 2,937 tons on impact. It has been strongly urged by the learned counsel for the defence that the s.s. On Lee did not see the signal M.N. and that even if he had seen it, the master was under no obligations to obey it, his first duty being to obey the rule of the road, treating the examination launch as a mark only, and that in this case the s.s. On Lee had the right of way coming up from the south-west and having the Taishan ahead and crossing with her starboard side open, and that the fact the Taishan was being dealt with by the examination officer did not relieve that ship from keeping out of the way of the s.s. On Lee and obeying article 19 of the rule of the

NEWS FROM THE NORTH.

(From Our Own Correspondent.)

Hereditary Nobilities.

Peking, August 12.
Mr. Ku Ai, chief of the Law-Compiling Bureau, has memorialized the president, concerning the restitution of the Chinese Hereditary Nobilities and the chief points raised by Mr. Ku are firstly that there are many Manchus and Mongols who are hereditary nobilities, granted to their ancestors by the defunct Manchu Courts while Chinese have none, and secondly, the granting of hereditary nobilities to worthy persons for military and other valuable services rendered to the Republic, so as to induce capable and talented men to serve their own country at this most critical time, when the services of such men are urgently required.

The President held a conference with the State Ministers recently, and, on account of opposition from a certain class of officials, is of opinion that the restitution of the hereditary nobility in China will lead to misunderstandings, among both foreigners and Chinese. It is believed that the matter will be temporarily shelved until the completion of the drafting of the Chinese Permanent Constitution and the convocation of the Citizen's Convention next spring, when this debatable question will be referred to the representatives of the people for decision. The existing Orders of Merit will be abolished after the restitution of the hereditary nobility system.

The Ministry of Communications.

There are still persistent rumours about the resignation of the Minister of Communications, Mr. Liang Tun-yen, for various reasons, and that the preliminary examinations of the Tientsin-Pukou Railway case against Mr. Chao Ching-hua have proved the innocence of Mr. Yeh Kang-tao. There is a report that he may be reinstated, in the not distant future, on account of his long experience in the affairs of that Ministry.

The Administrative Court having now collected all evidence and information required concerning the Tientsin-Pukou and the Peking-Hankou cases, there will be formal hearings shortly. President Yuan is urging the speedy settlement of these cases.

road etc. The Court is very clear on this point and would point out that the examination anchorages are well marked and established areas, and that all ships coming into such anchorages are under the direct orders of the examination officer who shall give such orders by signal or otherwise for the proper discipline and safety of such anchorage. Suitable officers of experience are specially selected by the Naval authorities for the discharge of such duties and that article 19 of the rule of the road did not apply in this case. As the s.s. Taishan was in the process of being examined and was not under command, the s.s. On Lee should have been governed by article 27 and we consider that it was plainly the duty of the master of the s.s. On Lee to have reduced his speed when the signal M.N. was made and then to have navigated with caution, seeing that the Taishan was under examination. This also holds good by ordinary practice of good seamanship and the circumstances of the case, and we consider the s.s. On Lee was navigated at a high speed in the examination anchorage to the danger of other ships and that articles 27, 29, and 30 of the rule of the road were contravened, and taking into consideration that at a previous Marine Court held at this port on the 29th April, 1914, you, James Willox, were found guilty of dangerous navigation and warned to be more careful in future we now order your certificate to be suspended for six months during which time a 1st mate's certificate will be allowed, if applied for. And the cost of the investigation by this Court will be recoverable from the Sze Yap Steamship Co.

FREIGHT CIRCULAR.

Messrs. Snowman & Co., in their freight circular of August 21 say:—

Since issue of our last circular under date of 7th instant, an insignificant amount of chartering has come to pass, Saigon and Bangkok in particular being a source of disappointment to owners and/or time charterers of vessels on the regular run. In several cases declines in rates were recorded, and at the close the market is exceedingly quiet, especially for prompt loading.

The North reports that the trade on the coast continues good and that rates remain firm all round.

Saigon/Hongkong:—During the interval that has elapsed chartering operations have been practically suspended until a few days ago, when two regular liners were placed at 45 cents per picul for end of this month loading. Arrivals of grain at Saigon from the interior continue small and, unless the local rice market considerably improves again, chartering to this will probably be restricted in the near future.

Rice exports during this season amount to 469,200 tons as compared with 617,863 tons during corresponding period last year. Quotation stands for August/September shipment at \$4.55 per picul f.o.b. against \$4.29 same time last year.

Saigon Philippines:—There has not been much of a demand lately, and only one charter was put through locally on basis of 30,000 piculs at 65 cents to Cebu. From Saigon to other destinations we have not heard of any settlements of "outsiders."

Bangkok:—There is very little doing at present and berth rate has in consequence receded to 55 cents for loading inside bar. Several of the boats engaged on the regular run under Chinese time charter are now seeking employment in re-charter or trips in other directions.

Salt Trade:—To carry salt from Quinhon to Hongkong and Macao a steamer has been taken up early in the fortnight at \$6.—per ton. Newchwang:—Only two charters have been put through during the interval at last rates paid, and as the new crop is expected ready for shipment by end of September, charterers seem not to be inclined to go in for fresh chartering for the present.

Timecharterers:—Several charters have been put through for forward delivery for special trades, but owners now holding out for long terms at high rates, charterers, with the present slack market, are keeping aloof.

Coal Freight:—This trade is mainly supplied with tonnage contracted for well ahead at comparatively low rates.

Fixtures Reported:—Moji/Hongkong Yen 2.80, Hongkong/Hongkong \$3.50, Hongkong/Canton \$4.25 and Hongkong/Swallow \$4.—per ton.

Messrs. Snowman & Co's advice received from London dated 23rd July, 1915 are as follows:—

Referring to our last freight report of the 16th inst., although markets have continued quiet, business done shows an advance in freight and during the latter part of the week there has been much more enquiry. We therefore, fully expect a further increase in freight as there is sure to be a very keen demand for tonnage from the various grain exporting countries. America is a much stronger market, and a large business is being done with grain to Italy. North Pacific also looks like paying very high figures, 32/8 having been secured by a large neutral boat.

Far East:—Bean charterers are now in the market for tonnage, but this is very scarce, and owners do not seem prepared to fix ahead, being of the opinion that they will do better by waiting.

Philippines:—Although offering 100/- is unable to secure tonnage and will have to improve in order to fill their requirements.

Rice markets are slightly firmer, but nothing done owing to the scarcity of tonnage.

Kobeishan is now in the market for U.K. for which charterers are offering 75/-.

Java no business to report, but tonnage can still be fixed at about 72/8.

Time Charter:—Although there are a number of orders on the

A YEAR AGO TO-DAY.

LEADING EVENTS IN THE GREAT WAR.

Extracts from the war news contained in the "Hongkong Telegraph" of August 24, 1914.

British Forces Engaged.
The Press Bureau announces that the British forces were engaged all day on Sunday and after dark, in the neighbourhood of Mons, and held their own. News has been received, adds the Press Bureau, that the first line of defence at Namur has been taken. This necessitates the withdrawal of a portion of the allied troops from a line from the Sambre to their original defensive position on the French frontier. No information has been received regarding the casualties, which will be published as soon as they are known.

"Total Ruin" of Germany in the Far East.

The Daily Telegraph says the automatic effect of Japan's intervention will be the total ruin of Germany's cherished ambitions in the Far East.

Tsingtau Bombarded.
Reuters' Tokyo correspondent says the Japanese are bombarding Tsingtau.

A Prize of War.

A novel and interesting document has been posted on the notice board of the Hongkong Supreme Court, in connection with the Prize Court recently established. The document takes the form of a munition, issued by the Registrar of the Court, calling upon persons concerned to show cause why the ship Elisabeth, of which Waldemar Langewer was master, and which was taken as a prize ship by H.M.S. Hampshire, and sunk in mid-ocean, her tackle, apparel, furniture, and goods, wares and merchandise, should not be pronounced to have belonged at the time of capture, as a good and lawful prize to "U" in the office of Admiralty.

Namur Falls.
The Press Bureau announces that Namur has fallen.

KWANGTUNG FLOOD RELIEF FUND.

Subscription List No. 33.
The Tang Wa Hospital begs to acknowledge with thanks the following donations to the Kwangtung Flood Relief Fund.
Bijou Theatre \$710.35.
Mr. W. Adams Oram \$100.00.
Sui Ying School \$88.40.
Tat Kan Girls School \$58.77.
Per Messrs. Po Yuen Hing & Kam Man Cheung \$4.00.
Sui Lo School \$11.57.
Already acknowledged \$483490.65.
Total \$484491.74.

market, in almost all directions there has only been a limited business passing, and the latest fixture is that of a 67000 tonner fixed for 6 months transatlantic trading at 12/-. This boat was taken up by merchants more as a "spec" than anything else as she appeared to them to be a cheap steamer and in consequence she is presently offering on the market for one or two trips at 15/-. For one States/Brazilian round 13/- has been paid for a steamer August delivery States, while for one White Sea round delivery and redelivery France, 17/- was accepted for a prompt boat. Charterers paying extra insurance. For one Canadian round 15/- was paid for a steamer giving delivery and redelivery U.K. and for Baltic trading 17/- was obtained by a July boat, war risk premium to be for account of charterers. There are several orders in the market for steamers suitable for live stock, and for these 15/- to 16/- can readily be obtained on the basis of charterers fitting up the boats and redelivering same to owners either with or without fittings on board, the intended trade being between the States and Mediterranean not East of Piraeus. Australian charterers are also in the market for tonnage for 3/4 months and for August delivery Sydney N.S.W. they are willing to pay 14/- with redelivery Sydney or Newcastle, in fact this rate is firmly offering, but tonnage is not too plentiful.

THE SHOOTING TRAGEDY AT SHANGHAI.

Macfarlane Before the Court.

The first step of the enquiry into the circumstances surrounding the death of Mrs. Macfarlane, which was reported in our columns was taken yesterday when John Macfarlane, senior warder at the Municipal Gaol, was charged with murder and attempted murder, in the British Police Court says the Shanghai Times of August 18. The case was heard before Mr. G. W. King, Magistrate, who, during the course of the short hearing warned prisoner of the seriousness of the charge and urged him to secure legal assistance. During the afternoon Mr. King visited the scene of the tragedy.

The Charge.
The Magistrate, opening the case, read the charges, which are as follows:

(1)—For that he, John Macfarlane, a Shanghai Municipal Gaol Warder living at 31 Kwanming Road, did feloniously, wilfully and with malice aforethought kill and murder Isabella Anderson Macfarlane, his wife, at 31 Kwanming Road, by shooting her twice with a shot gun, at or about 4.45 p.m. on August 18; and

(2)—That he did feloniously attempt to murder one Elizabeth Peden by shooting her twice with a shot gun, at the same time and place.

Mr. K. Newman, assisted by Inspector Lybich of Wayside Police Station, and Det. Sub-Inspector Cruickshank, appeared for the prosecution; prisoner was undefended.

In opening the case for the prosecution, Mr. Newman said he only proposed to offer short evidence, and would ask for a remand.

The Tragedy Outlined.
Mr. Newman said:—"I thought what happened was this: The prisoner returned from a day's shooting yesterday, about five o'clock, to his house, No. 31 Kwanming Road, and shortly afterwards one shot was heard. Prisoner afterwards went upstairs with a gun in his hand and fired—it was not known how many shots—at Mrs. Peden who was there. He first pointed the gun at her and she ran away, going out of one door and round the other way, and she eventually escaped downstairs. One of the shots from the gun missed her face by about two inches, while another hit her in the knee and her clothing was very much cut. She managed to escape out of the house with a small child.

The next person to see the prisoner was Warder Mackenzie, who got the gun from him, and two empty cartridges were handed over to him by the prisoner. The latter took out one loaded cartridge from the gun and Mackenzie also took one out. Det. Sub-Inspector Cruickshank, on going into the kitchen downstairs, saw the body of prisoner's wife lying by the side of the stove in a pool of blood. Her jaw had been shattered by a shot, and counsel thought there was no doubt that she was killed instantly. The woman was obviously in the act of taking something out of the stove, because there was a dish of some food fallen on the floor. Prisoner was at once arrested and taken to Wayside Police Station, where the charge was read over to him. He was seen by Dr. Murray, who pronounced him to be under the influence of drink. There were three empty cartridges and two loaded ones found, and there were wads, from similar cartridges to those handed over by accused found in the kitchen near prisoner's wife.

Shots Heard.
The Chinese boy who was the first to see accused when he went in would also give evidence. He would say that when prisoner went in he threw a pigeon, which he had got, at the dog and then told him (the Chinese boy) to get it away. He then hit the boy twice with the butt of the gun. He afterwards got angry and pointed the gun at him, and the boy ran into the dining room and escaped out of the window. Mrs. Macfarlane was upstairs at the time. She went downstairs Mrs. Peden shortly afterwards heard a shot. After this accused went upstairs with the gun in his hand,

DAIRY FARM NEWS.

Some of Our By-products and Specialities.

CORNER BEEF, CORNER PORK,
VARIETY OF SAUSAGES,
PRESSED BEEF, COOKED HAM,
DRIPPING, LARD,
CORNER TONGUES, SMOKED TONGUES,
PORK PIES, &C., &C.,
WHICH CANNOT BE EXCELLED FOR QUALITY.

BATHING FATALITY.

Japanese Tailor Drowned.

Mr. K. Mahamoto, a tailor, 12 Praya East, reports that two of his workmen named I. Kida, aged 18 years, and T. Mayshima, aged 24 years, went bathing off the Arsenal Street Wharf yesterday and the last named man was drowned. His body has been recovered.

and what had already been related by counsel then took place. Mrs. Peden was in a state of nervous breakdown and could not leave her bed. She was very confused as to exactly when and where the shots were fired at her.

Counsel described the position of marks of three distinct shots which, it was alleged, were fired upstairs. The accused, according to the submission of the prosecution, went upstairs and fired one shot, towards the verandah, where Mrs. Peden was which lodged in the top of the cornice. Mrs. Peden ran round into the room and escaped through the door, and as she was going downstairs, prisoner fired two more shots at her. The prosecution could not allege any distinct motive for the crime; at present the only evidence they had to offer on the subject was that the man was under the influence of drink.

The Evidence.
Det. Sub-Inspector Cruickshank said that a little before five o'clock yesterday afternoon he was called to the house. He entered by the back door, and on going into the kitchen he found Warders Macfarlane, Mackenzie and Franklin, all of the Municipal Gaol. In the kitchen the body of Mrs. Macfarlane was lying on the floor with what appeared to be a gunshot wound in her jaw. Accused was sitting at the time at the end of the kitchen, and witness asked him what was the matter. On giving his reply witness said he would have to take him into custody. He took him to the station, left him there, and returned about an hour and a half afterwards and preferred a charge against him. Accused made a statement which witness wrote down at the time. The shot gun was handed to witness by Warder Mackenzie.

Mr. Newman asked for a remand for two days.
His Worship, in remanding accused in the custody of the British goal, till Thursday said that this was the most serious charge known under British law, and he strongly advised him to get someone to defend him.

Prisoner said he had no money to pay for a lawyer, and asked if the court could provide him with one.
His Worship said he was afraid the Government could not in the lower court, provide him with legal advice. He asked accused if he did not have any friends.

Prisoner—I have no friends in Shanghai.
His Worship again advised accused to get some one to defend him.
The case was then adjourned until Thursday.

HONGKONG TRAMWAY COMPANY LD.

Approximate statement of Traffic Receipts, for week ending 21st August, 1915.

	Receipts Aggregate for 34 weeks.	This Year...	Last Year...
12,207	370,298	10,120	399,043
2,087			
28,747			

TO-DAY'S ADVERTISEMENTS.

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA. SIXTEEN MILLION DOLLARS (\$16,000,000) and SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000).

Subscribers to the above Loan are hereby notified that the interest instalment for the month of August amounting to Dollars One Hundred and Twenty Thousand (\$120,000) has been duly received by the undersigned and brought to Loan Service Account.

F. A. AGLEN, Inspector General of Customs, and Vice-Chairman of the Bureau of National Loans, Inspectorate General of Customs, Peking, 16th August, 1915.

WANTED.
WANTED.—Doctor for trip to Swatow and Singapore. For further particulars please apply to Messrs. BUTTERFIELD & SWIRE.

AMERICAN & ORIENTAL LINE.
NOTICE TO CONSIGNEES.
From NEW YORK
THE Motor-ship

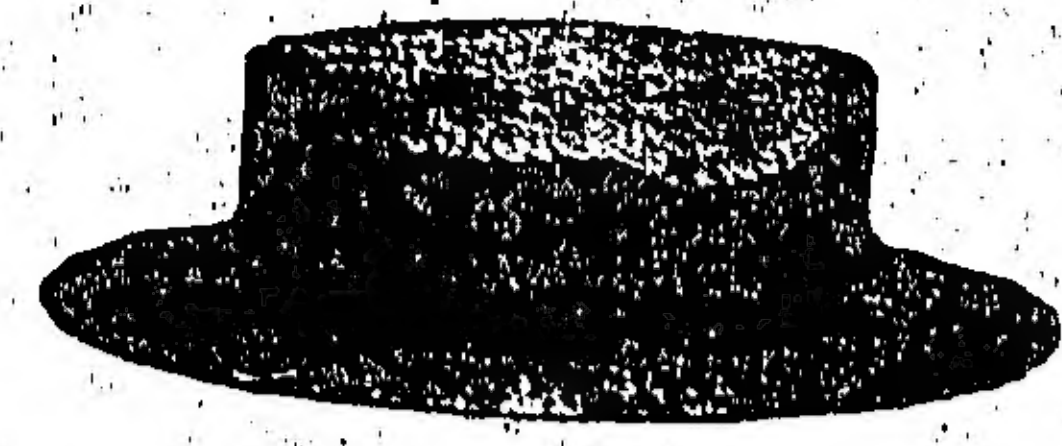
"MADAWASKA," having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., from whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st August will be subject to rent. All claims against the Steamer must be presented to the Under-Signed on or before the 7th Sept. or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st August, at 9 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD., General Agents, Hongkong, 24th August, 1915.

VICTORIA RECREATION CLUB.

AN AQUATIC FETE will be held in the Bath on Saturday, 28th instant, commencing at 9 p.m. 50% of the net proceeds will be handed to the Cigarettes and Tobacco Fund. As a special favour the Band of the Societade Philharmonica will perform during the evening.

ADMISSION:
Ladies... 50 cts.
Members... 50 cts.
Non Members (Gentlemen) \$1.00
FRANK LAMMERT, Hon. Secretary, Hongkong, 24th August, 1915.

HENRY HEATH STRAW HATS



IN LATEST SHAPES

LOCAL AGENTS

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS.
16 DES VŒUX ROAD.

WM. POWELL, LTD.

TELEPHONE 348.

JUST RECEIVED

A NEW CONSIGNMENT OF THE FAMOUS

"SAXONE"

BOOTS AND SHOES.

THE SMARTEST AND BEST IN BRITISH FOOTWEAR.

J. ULLMANN & Co.

ALL KINDS OF JEWELLERY, WATCHES, BINOCULARS, ETC. EXQUISITE DESIGNS FULLY GUARANTEED. BEST MAKE. Special Bargains in Gold Pocket Watches.

COLUMBIA



RECORDS.

2564	SUSSEX BY THE SEA	Thorpe Bates
2562	TILL THE BOYS COME HOME	Gerald O'Brien
2561	ABSENT	Quartette
2557	I KNOW TWO BRIGHT EYES	H.M. Scots Guards Band
2534	JUST BEFORE THE BATTLE MOTHER COMRADES	Walter Passmore
2521	THE AUSTRALIAN PATROL	Walter Passmore
	COMMONWEALTH MARCH	Walter Passmore
	AM I ALONE (PATIENCE)	Walter Passmore
	WHEN I GO OUT OF DOOR	Walter Passmore
	PERHAPS YOU DON'T IMAGINE	Walter Passmore
	THE BIG BRASS BAND	Walter Passmore

CALL OR PHONE 1322

THE ANDERSON MUSIC CO., LTD.,
6, DES VŒUX ROAD.

A KINGLY DRINK WITH A KINGLY TITLE



"The Top Notch of Scotch."

The Distillers Company Ltd. EDINBURGH

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THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONG-KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application. Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	31st Aug.	4th Sept.
TAIYUAN	20th Sept.	24th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 33.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.
EASTWARD.

The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched for Shanghai, Kobe & Moji on Thursday, the 24th Aug. at 3 p.m.

WESTWARD.

The S.S. "Dunera," tons 5,389, Capt. Munro, will be despatched for Singapore, Penang & Calcutta on Saturday, the 28th Aug.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Aug. 24, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMSHIP CO., Ltd. and CHINA NAVIGATION CO., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
TUESDAY, 24th AUGUST.

10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

WEDNESDAY, 25th AUGUST.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.
10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night Steamer (also for Return by day Steamer)..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

S.S. Sui Tai, Tons 1551. | S.S. Taishan, Tons 2006.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 29th AUGUST.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMSHIP CO., LTD., THE CHINA NAVIGATION CO., LTD. & THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. Sainam, 588 tons and S.S. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 3 a.m., and the other leaves Wuchow for Canton on the same days at 5.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong of via there by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.
(HOTEL MANSIONS (First Floor),
Opposite the Blake Pier)

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration.

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Suwa Maru Capt. T. Sekine T. 21,000 Aisula Maru Capt. T. Sato T. 16,000	THURS., 26th Aug., at noon. THURS., 9th Sept., at noon.

VICTORIA, B.C. and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	Aki Maru Capt. Noma T. 12,500 Tama Maru Capt. Nagasuye T. 12,500	TUES., 7th Sept., at 4 p.m. TUES., 21st Sept., at 4 p.m.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Soyoda T. 13,500 Nikko Maru Capt. Takoda T. 9,000	TUES., 14th Sept., at 4 p.m. FRI., 15th Oct., at 4 p.m.
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CALCUTTA via S'pore, Penang & Rangoon	Tosa Maru Capt. Takano T. 10,000	FRIDAY, 3rd Sept.
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BOMBAY via Singapore, Malacca and Colombo	Rangoon Maru Capt. H. Nomura T. 8,000	MONDAY, 16th Sept.
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SHANGHAI, Moji and Kobe	Iyo Maru Capt. Okamoto T. 12,500	THURSDAY, 26th Aug.
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SHANGHAI, Kobe and Yokohama	Miyasaki Maru Capt. Toraraka T. 16,000	SATUR., 28th Aug., at 10 a.m.
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NAGASAKI, Kobe and Yokohama	Nikko Maru Capt. Takoda T. 9,000	SUN., 12th Sept., at 10 a.m.
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SHANGHAI, Kobe and Yokohama	Hakata Maru Capt. Kawashima T. 12,500	FRIDAY, 27th Aug.
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Fitted with wireless telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 550.
" " Return " 900.	" " Return " 825.
" 2nd Single " 400.	" 2nd Single " 360.
" " Return " 605.	" " Return " 550.

To London, Southampton, Liverpool via New York	\$60.13.0
" " " " " "	Montreal \$60.3.0

To Victoria, Vancouver, Seattle, 1st Single	\$25.
" " " " " " 1st Return	\$17.10

To Sydney, 1st Single	\$40.	To Melbourne 1st Single	\$41.
" " " " " " 1st Return	\$72.	" " " " " " 1st Return	\$73.16

To Yokohama, 1st Return	\$150.	To Kobe 1st Return	\$135.
" 2nd " " "	\$90.	" 2nd " " "	\$83.

Round-the-World, Yen 1,045.

For further information, apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sinkiang	26th Aug. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	31st Aug. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinshu," "Taming," and "Tea." Excellent saloon accommodation amidships, electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenai," "Liangchow," "Luchow," "Yingchow," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wuchow.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong 24th August, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjikmijx	JAPAN	29th Aug.	JAVA	1st Sept.
Tjimanoeix	JAPAN	4th Sept.	JAVA	6th Sept.
Tjitaroemx	JAVA	5th Sept.	SEAI	12th Sept.
Tjillwongx	JAVA	7th Sept.	JAPAN	13th Sept.

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

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Telephone No. 1574

York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 24th Aug. at noon.
Tenyo Maru	22,000 - 21 knots	14th Sept. at noon.
Nippon Maru	22,000 - 18 knots	28th Sept. at 10.30 a.m.
Shinyo Maru	22,000 - 21 knots	12th Oct. at noon.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£50. " " £96.10.
" " " " " " £45. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDALAN ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 18 knots Friday, 10th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams		28th Aug. at 11 a.m.
St. Albans	23rd Aug.	17th Sept.
Empire	13th Sept.	6th Oct.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

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Agents.

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Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 4 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	J. S. Thomson	TUES., 24th Aug. at 3.00 p.m.
Haimun	A. H. Stewart	FRI., 27th Aug. at 3.00 p.m.
Hailan	J. W. Evans	TUES., 31st Aug. at 3.00 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

LOG BOOK.

Accelerated Steamship Service

between Australia and America. The Commonwealth Government is considering proposals for an improved steamship service between Sydney and San Francisco, the idea being to provide an accelerated subsidised service which will reduce the journey between Sydney and London by four days. An offer has been made by one of the companies to build two 20-knot vessels. It is calculated that, under this arrangement, mails will reach London in twenty-four or twenty-five days, and that the journey to the Western ports of America will be reduced by three or four days.

Chinese Crews. Mr. O'Grady on July 18 asked the President of the Board of Trade whether he was aware that the owners of the steamship Greenwich, which recently sailed out of Hull, discharged the British members of the crew and signed on in their places a crew of Chinese at wages considerably lower than those paid to white men. Mr. Ransome: I am aware that the owners of the steamship Greenwich, at the end of their six months' agreement with the crew, discharged them and employed a Chinese crew. The matter was brought to the notice of the Chief Industrial Commissioner, and in the course of inquiries he was informed by the owners that the discharged crew was mainly composed of foreign seamen, and that they preferred a British crew, if such could be obtained. Further inquiries are being made into the facts of the case. N. Y. K. s.s. "Tokushima Maru." The N. Y. K. auxiliary European steamer Tokushima Maru arrived at Nagasaki on the 7th inst. from her second round-the-world voyage, via Panama Canal and Honolulu, and left the following day for Hankow to discharge there 250,000 cases of petroleum consigned by the Standard Oil Co. of New York. The Captain of the steamer is reported to have made the following remarks:—Our steamer left Kobe on February 22nd last and arrived at London on April 5th after calling at Moji, Shanghai, Colombo, and Port Said. She discharged at London Beans, etc., and, after loading there 2,500 tons tin from Singapore, left for New York on May 5th. As was learned later by wireless from London, our steamer was sailing about 200 miles south of the spot where the Conard liner Lusitania was torpedoed by the German submarine. On May 22nd last we arrived at New York and noted that all the cargo-working apparatus at that port were actuated by electricity. On June 15th we left there, after taking kerosene oil, for Colon on the Atlantic side of Panama Canal, and arrived at Panama, leaving there the following 29th for Japan. Our steamer completed the whole voyage covering the distance of altogether 25,720 miles in 177 days. We witnessed about 25 German merchantmen interned at New York, including the H.A. Liner Vaterland, 54,500 tons, the world's largest vessel afloat, 6 at Colon, and 5 at Honolulu. Owing to the landlip on Panama Canal at Gold Point (where the dredging is still going on), our steamer, which was then drawing 28 ft., was compelled to lie at anchor near Empire for three days.—M. D. News.

Sir Frederick Lugard.

His Excellency Sir Fredk. Lugard, G.O.M.G., C.B., D.S.O., the Governor of Nigeria, landed at Plymouth on July 21. Sir Frederick is in capital health.

The Selangor Rubber Co. The report of the Selangor Rubber (Limited) for 1914 states that since January 1 last tapping has been in progress. The manager's estimate of output for the current year is 22,575 lb., and for the six months ended June 30, 1915, 6,538 lb. have been harvested. It is confidently expected that the crop will steadily increase and that the estimated output will be obtained.

Oysters, Fresh, Fried or Stewed. Findon, Haddock, Kippers &c., ALEXANDRA CAFF.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
SHANGHAI	Wingsang	Thurs. 28th Aug. at d'light
W'WEI, O'fao & Tientsin	Cheongshing	Fri. 27th Aug. at d'light
S'FORE, P'ang & Calcutta	Kutsang	Fri. 27th Aug. at 3 p.m.
HOIHOW & Haiphong	Loksang	Sat. 28th Aug. at 6 a.m.
MANILA	Lobsang	Sat. 28th Aug. at 3 p.m.
SHAI, Kobe & Moji	Laisang	Tues. 31st Aug. at d'light
W'WEI & Tientsin	Chipshing	Tues. 31st Aug. at noon
MANILA	Yuensang	Sat. 4th Sept. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe Inland Sea and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 18 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports Chefoo, Tientsin, Dally, Weihaiwei. Taking cargo on Through Bills of Lading to K'at, Lahad Datu, Simpoma, Tawao, Usukan, Jesselton and Labuan. For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

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General Managers.

R.M.S.P. THE ROYAL
MAIL STEAM
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

HOMEWARD.

For Steamer Date of Departure

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA AND PORTLAND.

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NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular

intervals taking Passengers and Cargo at current Rates.

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Agents.

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& ENGINEERING Co. OF
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TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGEWORKERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
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Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
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PETROL & KEROSENE MARINE MOTORS 7-1/2

150 H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
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CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR
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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dis- patched.
London & Hull	Kandahak	B. L. L.	24, Aug.
Europe via Singapore etc.	Suwa M.	N. Y. K.	26, Aug.
London via Usual Ports of Call	Novara	P. & O.	27, Aug.
London via Usual Ports of Call	Radnorshire	J. M. Co.	28, Aug.
London via Usual Ports of Call	Monteagle	C. F. R.	28, Sept.
London via Usual Ports of Call	Sardinia	P. & O.	10, Sept.
London via Usual Ports of Call	Bloemfontein	B. L. L.	22, Sept.

NEW YORK, SAN FRANCISCO AND CANADA.

San Fco via S'hai & Japan etc.	Chiyo M.	T. K. K.	24, Aug.
San Fco via S'hai & Japan etc.	China	P. M. Co.	31, Aug.
New York via Panama Canal	Shimosa	D. & Co.	31, Aug.
San Fco via S'hai & Japan etc.	Manchuria	P. M. Co.	7, Sept.
Victoria, B.C., & Seattle etc.	Aki M.	N. Y. K.	7, Sept.
Mexican, Peruvian, and Chile	Anyo M.	T. K. K.	10, Sept.
San Fco via S'hai & Japan etc.	Nippon M.	T. K. K.	28, Sept.
San Fco via S'hai & Japan etc.	Mongolia	P. M. Co.	30, Sept.
San Fco via Manila & Japan etc.	Persia	P. M. Co.	10, Oct.

AUSTRALIA.

Australian Ports via Manila	Aldenhay	G. L. Co.	28, Aug.
Australian Ports via Manila	Tango M.	N. Y. K.	14, Sept.
Australian Ports via Manila	Taiyuan	B. & S.	24, Sept.

SINGAPORE, COAST PORTS AND JAPAN.

Japan	Tjilatjap	J.O.J. L.	24, Aug.
Shanghai	Wingsang	J. M. Co.	24, Aug.
Mauritius and South African	Madawaska	B. L. L.	25, Aug.
Ports	Iyo M.	N. Y. K.	26, Aug.
Shanghai, Moji & Kobe	Nore	P. & O.	26, Aug.
S'hai, Moji, Kobe and Yokohama	Hakata M.	N. Y. K.	27, Aug.
Shanghai, Kobe & Yokohama	Sardinia	P. & O.	27, Aug.
Shanghai	Rangoon M.	N. Y. K.	30, Aug.
B'bay via S'pore, Malacca & C'bo	Saloon	O. S. K.	4, Sept.
Bombay via S'pore, Port S'ham, } Penang & Colombo	Maru	O. S. K.	4, Sept.
Java	Tjikini	J.O.J. L.	1, Sept.
Java	Tjimanok	J.O.J. L.	6, Sept.
Bombay via S'pore & Colombo	R'goon M.	N. Y. K.	6, Sept.
Moji, Kobe and Yokohama	Banri M.	N. Y. K.	11, Sept.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	12, Sept.
Shanghai	Tipanas	J.O.J. L.	Q. desp.
Shanghai	Tjitaroom	J.O.J. L.	Q. desp.
Shanghai	Tjibodas	J.O.J. L.	Q. desp.

TO SAIL

"GLEN LINE"

(McGREGOR COW & Co.) LTD.

For Genoa, London & Hull

For freight and Further Particulars, apply to

SHEWAN TOMES & Co.

Hongkong 9th July, 1915.

MOVEMENTS OF
STEAMERS.

CANADIAN MAIL.

The C. P. R. s.s. MONTEAGLE left
Vancouver on the 8th August.

AMERICAN MAIL.

The P. M. s.s. MONGOLIA sails from
Hongkong on Thursday, September 30,
at 1 p.m.The P. M. s.s. MANCHURIA will sail
from Yokohama on Friday August 20, via
Manila for Hongkong.The mails have been transferred to the
Nippon Yusen Kaisha's s.s. AKI MARU
due to arrive at Hongkong on the 29th
August.The P. M. s.s. CHINA sailed from
Manila this morning and is due to arrive
at Hongkong on Wednesday morning, the
29th August.

AUSTRALIAN MAIL.

The Australian Oriental Line s.s.
CHANGSHA left Sydney for Hongkong
via Queensland and Philippine Ports on
the 4th inst. and may be expected to
arrive here on or about the 29th instant.The O. & A. Line s.s. GALAMIS sailed
from Mauritius on the 14th inst. and is
expected to arrive here on the 1st Sept.The A. & O. Line s.s. CHANGSHA left
Port Darwin for Hongkong via Philippine
Ports on 18th inst. and may be expected
to arrive on or about 31st instant.

MERCHANT STEAMERS.

The I. C. S. N. s.s. LAISANG from
Colombia is due at Hongkong on the 27th
August.

VESSELS IN PORT.

Steamers.
Siberia, Am. s.s. 5,655, H. Zander, 10th inst.
San Francisco, 15th July, Gen.—P. M. S. Co.
Halching, Br. s.s. 1,287, W. Passmore, 11th
Aug.—Swatow, 10th Aug. Gen.—D. L. & Co.
Phranang, Br. s.s. 1,741, H. Flashman, 18th
inst.—Hohow, 11th inst. Gen.—Chinese
Pingney, Br. s.s. 2,594, 14th inst.—Singa-
pore, 14th inst. Gen.—B. & S.
Hongchow, Br. s.s. 999, Cain, 14th instant
—Swatow, 13th inst. Gen.—B. S.
Chingchow, Br. s.s. 1,195, Jas. Doyle, 16th
inst.—Port Darwin, 13th inst. Gen.—
Stone, S'Y. & Co.
Chiyo Maru, Jap. s.s. 7,233, E. Bent, 17th
inst.—San Francisco, 17th ult.—T.R.K.
Fuku Maru, Jap. s.s. 3,087, H. Chisaki, 19th
inst.—Moji, 18th inst. Coal—M. B.K.
Tjilatjap, Dut. s.s. 3,859, W. H. Lap, 18th
inst.—Batavia, 8th inst. Gen.—J. O.J.L.
Agapenor, Br. s.s. 2,933, 18th instant—
Manila, 16th inst. Gen.—B. & S.
Selko Maru, Jap. s.s. 1,933, Noda, 18th
inst.—Moji, 12th inst. Coal—J. M. & Co.
Nanyo Maru, Jap. s.s. 1,923, 19th inst.—
Wakatsuki, 13th inst. Coal—M. B. & Co.
Hanchang, Chi. s.s. Monro, 19th inst.—
Jenai, Gen.—C.M.S.N. Co.
Wingsang, Br. s.s. 1,517, T. H. Lockman,
15th inst.—Saloon, 14th inst. Rice
Japan, Br. s.s. 3,596, C. F. Hedden, 20th
inst.—Calcutta, Gen.—D. & Co.
Artemis, Dut. s.s. 2,312, F. Readeker, 19th
inst.—Hankow, 15th inst. Ballast—A. P. & Co.
Hie, Fr. s.s. 739, A. Cornelissen, 20th inst.
Halching, Br. s.s. 1,287, J. S. Thomson, 22nd
Aug.—Fochow, 19th Aug. Gen.—D. L. & Co.
Hopoh, Br. s.s. 1,205, Cole, 22nd Aug.—
Swatow, 21st Aug. Rice, & Gen.—B. & S.
Glenalloch, Br. s.s. 1,434, McKenzie, 23rd
Aug.—Singapore, 17th Aug. Gen.—Chinese.
Talia, Norw. s.s. 910, Holmaal, 23rd Aug.—
Saloon, Rice & Meal—Thoresen.
Fochow, Br. s.s. 1,220, Owen, 22nd Aug.—
Newchwang, 16th Aug. Beans & Gen.—B. & S.
Kutsang, Br. s.s. 3,001, B. O. D. Bradley,
Aug.—Moji, Coal—J. M. & Co.
Elger, Norw. 694, Elalson, 23rd Aug.—
Dally, 16th Aug. Beans—T. and Co.
Fochow, Br. s.s. 1,423, Hay, 23rd Aug.—
Kohching, 13th Aug. Rice—J. M. & Co.

TO SAIL.

C. P. RY. Co.

THE CANADIAN PACIFIC
RAILWAY CO.

will despatch

The Steamship

MONTEAGLE

from HONGKONG on the

following dates

Wednesday 8th September.

Saturday 6th November.

FOR VANCOUVER via THE

USUAL PORTS OF CALL

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REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA" (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680
Feet. Beam 75 1/2 Feet.

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For SEATTLE via MANILA, NAGASAKI, INLAND SEA,
Kobe & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco, \$36
Round Trip Tickets (Good for Six Months)..... 54
Nagasaki to Seattle or San Francisco..... 33
Round Trip Tickets (Good for Six Months)..... 49.10
Kobe and Yokohama to Seattle or San Francisco..... 31
Round Trip Tickets (Good for Six Months)..... 46.10
Manila, H'kong, Shanghai or Japan Ports of call to London
Manila, Hongkong, Shanghai or Japan Ports of call to
London and Return (Six Months)..... 109
Manila, Hongkong, Shanghai or Japan Ports of call to
London and Return (24 Months)..... 114
Reduced rates to all Points in the United States, Canada,
and Europe.
Luxurious Passenger Accommodation—Suites and State-rooms
(all outside rooms), Music room, Library, Smoking room, Nursery,
Laundry, Telephones, etc.
DIRECT connection at Seattle with Great Northern and
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Cabin passengers may travel by rail if desired between ports
of Yokohama, Kobe and Nagasaki, without extra charge.
Special rates to Missionaries, and their families.
For full information regarding freight and passage apply to
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Prince's Building.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & HULL	Kandahar	24th Aug.
LONDON	Bloemfontein	22nd Sept.

Subject to change without notice.

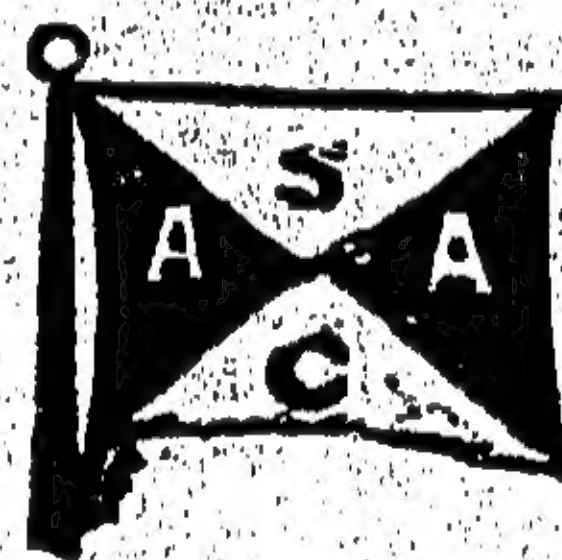
For rates of freight and further information apply to

THE BANK LINE, LTD.

Hongkong, 18th Aug. 1915.

General Agents.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK.

(With liberty to call at the Malabar Coast).

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workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	ENTRANCE BREADTH	DEPTH OVER STEEL AT LOWEST TIDE	SIZE OF TIDE	SPRINGS	WEIGHT
KOWLOON						
No. 1 Dock, Kowloon	200	60	10	10	10	10
No. 2 Dock, Kowloon	150	40	10	10	10	10
No. 3 Dock, Kowloon	100	30	10	10	10	10
No. 4 Dock, Kowloon	80	20	10	10	10	10
No. 5 Dock, Kowloon	60	10	10	10	10	10
No. 6 Dock, Kowloon	40	10	10	10	10	10
No. 7 Dock, Kowloon	30	10	10	10	10	10
No. 8 Dock, Kowloon	20	10	10	10	10	10
No. 9 Dock, Kowloon	10	10	10	10	10	10
No. 10 Dock, Kowloon	10	10	10	10	10	10
No. 11 Dock, Kowloon	10	10	10	10	10	10
No. 12 Dock, Kowloon	10	10	10	10	10	10
No. 13 Dock, Kowloon	10	10	10	10	10	10
No. 14 Dock, Kowloon	10	10	10	10	10	10
No. 15 Dock, Kowloon	10	10	10	10	10	10
No. 16 Dock, Kowloon	10	10	10	10	10	10
No. 17 Dock, Kowloon	10	10	10	10	10	10
No. 18 Dock, Kowloon	10	10	10	10	10	10
No. 19 Dock, Kowloon	10	10	10	10	10	10
No. 20 Dock, Kowloon	10	10	10	10	10	10

HEAD OFFICE, KOWLOON.

Telephone No. 1 M.

Please Address Enquiries to the Chief Manager.

R. M. DYER, Esq., M.L.N., Kowloon Dock, Hongkong.

FOR OFFICE
QUEEN'S BUILDINGS,
Cable No. 200, Hongkong.

THE HONG KONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, AUGUST 24, 1915.

TO-DAY'S LATEST WAR TELEGRAMS.

[Reuter's Service to the "Telegraph."]

FRENCH COMMUNIQUE.

A GERMAN DESTROYER SUNK OFF OSTEND.

August 23, 8.40 p.m.
A Paris communique says that two French destroyers to-day encountered a German destroyer off Ostend and sank her in action. The French destroyers only suffered insignificant damage to their hulls.

GERMANS CLAIM TO HAVE OCCUPIED OSSOWIEC.

August 23, 7.15 p.m.
According to Reuter's correspondent at Amsterdam a Berlin communique says that we have occupied the fortress at Ossowiec, which has been evacuated by the Russians.

INTERESTING CASE.

Chinese "Philosophy" on Robbery.

Before Mr. Lindsell, at the Police Court, this afternoon, three Chinese were charged with committing an armed robbery at 55, Hang Hau village, a tailors shop and piece goods store, in the Sui-kung district, on July 10.

Sergeant Jackson of the water police deposed to seeing rockets fired from the neighbourhood mentioned. He was in No. 4 launch at the time and he went to the village. On going to the shop he found nine gages on the counter, two straw hats and three wooden boxes, which had been broken open. The place had been ransacked and was in a state of confusion.

The complainant on going into the witness box caused some amusement by immediately declaring himself as about to speak nothing but the truth in the orthodox manner in Cantonese.

His Worship asked what he was doing and the interpreter explained that complainant said he knew the oath well and he was taking it without being sworn. His Worship said even though the complainant did know the oath by heart it would be as well if he was declared by the Court in case he made a mistake.

Complainant then took the oath with visible sincerity. He told the Court that the second defendant, when the trio came to his place, held a revolver in front of him and threatened to kill the complainant if he interfered with him. Another man who was not in custody came into the shop and kept guard over complainant's wife. There were eight robbers altogether. Two men went upstairs and ransacked the place. The first defendant came downstairs with some jewellery in small bundles. The men, on coming downstairs demanded more money from him by threats. The second defendant threatened to shoot him and the second and third defendants threatened to "stab him" to death. His wife told the robbers they should only take money not life (laughter). On leaving, the robbers stole his new shoes from a shelf. They bound him up before they left. They also took new straw hats and left the old ones, produced (laughter). The case was remanded.

LAUNCH AT TAIKOO DOCKYARD.

For the China Navigation Co., Ltd.

Another addition to the already large fleet of vessels owned by the China Navigation Co., Ltd., was successfully launched at Taikoo Dockyard this morning, when the s.s. Shantung, gracefully entered the water, the naming ceremony being performed by Miss Hastings. The Shantung, which is a sister-ship of the s.s. Sinkiang at present on the Shanghai, Hongkong and Canton run, and is intended for the same trade, measures 330 feet long over all, 41 feet beam, 24'9" moulded depth, and 2,700 gross tons, and is built of Siemens-Martin steel to scantlings approved by the British Corporation. The vessel is designed to carry a large dead-weight cargo on a limited draught. A cellular double bottom for water ballast extends all fore and aft, and the forward and after peaks are also arranged for water ballast.

Accommodation is provided on the bridge deck for European passengers and on the main deck amidships for a large number of Chinese steerage passengers, while a house is fitted aft to accommodate first-class Chinese passengers. Officers and engineers are berthed in a house on the bridge deck. The Captain's cabin and wheel house are arranged on the bridge deck. Lifeboats are fitted under davits amidships and on the after deck, providing ample accommodation for passengers and crew.

The machinery consists of one set of triple-expansion surface-condensing engines of the builders' own make, having cylinders 22 inches, 35 inches and 56 inches diameter with a stroke of 29 inches, steam being supplied from one large multi-tubular boiler, also constructed by the shipbuilders. The working pressure is 200 lbs. It is anticipated that the vessel will attain a speed of 12 knots on trial.

The Shantung is expected to take up her run in October.

Alice Memorial Hospital. The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Siemens China Elect. Co. \$10.

REVOCATION OF PROBATE DESIRED.

Important Hearing Falls Through

This morning in the Supreme Court, before the Chief Justice, Sir William Rees Davies, the case was down for hearing concerning the estate of Ho Wo Lam, alias Ho Wan Ping deceased. Ho San Lam, alias Ho Ngok Lan 2A Park Road, Victoria, brought an action against Ho Cheng Shi, 15 Queen Victoria Street, claiming to be the natural and lawful brother of and next of kin to Ho Wo Lam and as such to be entitled to letters of administration of the estate of the deceased, which were granted to the defendant on January 22, 1913 as guardian of Ho Shan Yan, alleged to be the adopted son and next of kin to the said deceased. He asked that letters of administration should be called in, revoked and declared null and void on the grounds that the defendant had no interest in the estate of the deceased, as the defendant had no right to be elected as guardian of Ho Shan Yan, that the defendant was not entitled to administer the estate of the deceased and that such letters of administration were granted irregularly as no proof had been made of any condition entitling either defendant or Ho Shan Yan to administer the estate of the deceased.

Mr. E. H. Sharp K.O. and Mr. O. G. Alabaster, instructed by Mr. Bevis, of Messrs. Wilkinson and Grist appeared for the applicant and Mr. Eldon Potter and Mr. F. C. Jenkin, instructed by Messrs. F. X. D'Almeida e Castro, and G. R. Haywood, appeared for the defendant.

In the course of the opening, Mr. Sharp indicated that his Lordship has already had before him the affairs of the family in a previous case. His Lordship recalled the matter and remarked that if the applicants had any idea that because of that he had any preconceived ideas upon the matter he would be pleased to put the hearing off until next week, when he would ask his learned brother, Mr. Justice Gompertz to take it. Mr. Potter indicated that he would like his Lordship to hear his views on the matter and counsel went into chambers, the case being no further proceeded with.

ST. JOHN AMBULANCE ASSOCIATION.

Home Nursing Examination.

Mr. E. Ralphs, Hon. Sec. of the Association forwards the results of an Examination in Home Nursing held last week at the Royal Naval Hospital.

Dr. W. V. M. Koch, M. D. was Hon. Lecturer to the Class, and Surgeon-General Hoskyns, R. N. acted as Hon. Examiner on behalf of the Association. The following ladies were successful:—

Mrs. Arthur, Mrs. Butterfield, Mrs. Carmichael, Mrs. Arthur Chapman, Mrs. E. J. Chapman, Miss Grace Ellis, Miss Leonine Ellis, Mrs. Evan Jones, Mrs. Garibaldi, Mrs. Goodban, Mrs. James, Mrs. Laek, Miss P. Lismert, Miss Nind, Mrs. Pontreath, Mrs. Ralphs, Mrs. Murray Scott, Mrs. Shenton, Mrs. Grant Smith, Miss Esme Woodcock, Miss G. Woodcock.

THE PACIFIC MAIL LINERS.

Sold for \$15,000,000.

A special cable to the Manila Bulletin says:—

Washington, August 14.—All the American lines of the Pacific of Mail Steamship Company have been sold to the Atlantic Transport Company for the sum of \$15,000,000. The transfer of the vessels commences in September with the arrival at Francisco of the Korea.

VENICE IN WAR TIME.

THE NEW GLORY OF THE OLD CITY.

CONFIDENCE AND DIGNITY.

It was a new Venice that one reached as the train with blinds drawn glided into the station on the eve of Italy's declaration of war writes a *Pall Mall* special correspondent. Indeed, one was not conscious of reaching Venice at all, for from the darkened carriage there was no indication of crossing the long viaduct which connects the reality of the mainland with the city of dreams. One failed to get the usual glimpse of light in the distance, a faint glimmer of old palaces just visible across the water. As you pass quickly from the railway station out into the open and step into your gondola you notice the absence of foreign faces, which is confirmed rather sadly by the gondolier who assures you, "Che a Venezia non c'è nessuno."

And your first impression to-night is certainly one of extreme loneliness, gliding along in your gondola with recollections of other nights, moonlight nights when light and shade played with the ripple of the water and showed up the great architectural wonders of what Philippe de Commines was pleased to call "the most beautiful street in the world." It is a grey night, and judging by the darkness of the houses, with shutters closed and barred, you begin to wonder if you have not arrived in a dead city where human life is extinct and where you yourself would not be reminded of your existence were it not for the lugubrious cries of the gondoliers.

But gradually you are brought to realize that this Venice, darkened by the absence of artificial light, is the Venice of the past. Just one light here and there at the palace windows and you have the picture before you as it was for centuries. The narrow canals where your gondola is making its way with difficulty to-night were the background of thousands of romantic histories, and the dreary shadows of those tiny winding streets beyond sheltered many deeds of crime, executed in the name of passion and vendetta. How easily you shudder at the thought—a man could have been knifed and done away with in the nearest rio in the darkness of the night.

In the Candle Light.

The impression of the past thus gained is not dispelled when you enter the dining-room lighted with candles of a quondam Venetian palace. The effect is extremely pretty when you have ceased to think it depressing. You have the vision of the same room as it was in the time of powdered wigs and dainty lace; the light of the candles on the table playing in iridescent shades in the goblets and reflecting itself in the mirthful eyes of the ladies of that day or softening the wrinkles of some old nobleman's mask: a scene which would have appealed to a painter like Giambattista Tiepolo.

But the company which is before you to-night, although it might don with advantage the costume of its ancestors, would find some difficulty in taking up their frivolous chatter and their light-hearted frame of mind. For the spirit of '48 is upon the Venetians of to-day, and they seem to have lost for the moment their habitual ease of manner as they talk of this war and this war alone. The conviction, however, grows upon you that now, as then, they are capable of great deeds. And thus Venice, which at first gave you the impression of a "città morta," or merely reminiscence of the past, is in reality, you

presently discover, a city throbbing with a new life. Mindful of the sufferings of their forebears, the Venetians have risen, again and have determined not only not to be crushed under the servile yoke, but to lift that yoke from the shoulders of their brothers across the Alps.

With such a spirit animating them, it is not astonishing that the Venetians should have accepted the first enemy air-attack with indifference, nay, with smiling irony. The piazzas, the narrow "calli" on this and similar occasions were crowded with a cheerful throng who appeared to be witnessing an aeronautical display rather than a raid by enemy aircraft, and who applauded every well-directed shot of the defence. The moonlight which favoured these raids were possibly some of the most beautiful that Venice has ever seen. Apart from the discomfort of walking in the narrow, darkened streets, the city with its piazzas and canals has perhaps never in modern times presented a more wonderful spectacle. The full moon was shedding its rays on the water; the Doge's Palace looked more than ever like a fairy edifice; and, winding your way through to the Square, the sight became even more impressive. There were none of the hard tinges of electric light suddenly revealed; only the softness of a clear moonlight embraced San Marco and the famous Procuratie. The strolling crowd turned spell-bound to admire the sight: the long colonnades on either side leading to the Basilica, which stood out darkly against the sky, while the Campanile shot like a beautiful white arrow up to the blue vault of heaven, its golden summit gleaming brightly somewhere, as it seemed, among the stars.

War Enthusiasm.

Venice, like other cities, has suffered from spy fever, but on the whole, she has taken this war with great calm and dignity. Perhaps the greatest hardship for the Venetians is the prohibition of light, which prevents them from loading their usual cafe and outdoor life. The soldiers and rich men, gaily as they march along, and are everywhere well received. Here, as elsewhere, people compete in doing their utmost for the soldiers, from the street arched who offer them flowers to the *freschissimi* who give them wine, and the well-to-do who are outlasting expenditure in order to be able to contribute more liberally to the various charitable organizations which the war has rendered necessary. All is done without fuss, without boasting, and anxiety and suffering are borne with resignation by the women who are left at home.

Here, too, where the Austrian yoke bore most heavily, the enthusiasm for the war and the longing for revenge are possibly stronger than in other parts of Italy. The quiet confidence with which the Venetians have entered on the conflict is already an earnest of success, and they will deem their sufferings as naught if they can afford relief to their nationals of Trento and Trieste. Probably to the Europe of to-day engaged in a world-wide struggle, the romanticism of *Italia Irredenta* has grown dim. But apart from the political idea of regaining Trieste with the object of dominating the Adriatic, the feeling of the Italians for the inhabitants of the *terra irredenta* has remained a very real one, and it is a feeling which has been nurtured not only by a continuous series of unjust acts on the part of the Austrian Government but also by the writings and speeches of prominent Italians. This feeling was for many years discouraged by the Italian Government for the time was not yet. Now, however, that Italy is ready, well armed, and well prepared, the Venetians above all other Italians will welcome this war as a war of liberation.

BRITISH DASH.

DETAILS OF THE LATEST OFFENSIVE.

DAMAGING WORK BY OUR ARTILLERY.

The Press Association's special correspondent at the British Headquarters in France sends the following despatch, dated July 9th:—

The latest British offensive, which took place in the vicinity of Boesinghe, to the north of Ypres, was well executed, and successfully achieved the object aimed at.

At the point of attack the British trenches make a big indent, and running towards this indent from the German lines there was an old communication trench, known as an "international" trench in which the enemy had made a barrier only some thirty yards from our trench. As a result of the attack this trench was occupied, and our line consequently straightened to a considerable extent. The action was, of course, purely a local one, and undue importance must not be given to it, but inasmuch as British lives were lost and British troops gave yet another example of their spirit a fairly lengthy account is permissible. Furthermore, an attack such as this is characteristic of many that have been made in the past, and will, no doubt, be made again in the future.

Artillery Bombardment.

The assault was, as usual, to be preceded by artillery bombardment in order to clear the path through the enemy's wire and to breach his trench. Some twenty minutes before the bombardment was to begin, however, a thick mist arose and enveloped the enemy's positions. Thus observation was impossible. It was decided to carry on, notwithstanding, and therefore about five o'clock our guns opened with a roar upon the opposing trenches, the "international" trench being specially singled out.

After an hour's heavy fire, with but brief intervals, the guns lengthened their faces to enable the infantry to do its work. Accordingly, shortly after six o'clock, a company and a half scrambled out of their trenches, and with a cheer the men dashed across the intervening space. Two platoons attacked at the extreme right of the "international" trench, namely, the point nearest our trench, while the remaining company made for the point further to the left, whither the two platoons were to make their way up the trench by bombing.

Feeble Opposition.

The attacking party encountered little opposition. The artillery had done its work exceptionally well, and the German wire was completely cut, while the lack of opposition on the part of the enemy testified to the heavy losses he had suffered. Indeed, prisoners admitted later that they had lost severely. One man even reported that his battalion had had 400 casualties, while others declared that many others were buried in their trenches as a result of the blowing in of their parapets by our artillery fire. The attack was a complete surprise, and the trench was occupied with few losses. The attackers were replaced in their original trench by men of the reserve, while a party of diggers rushed across to the captured trench, where they quickly reversed the parapets as to face the enemy. They also collected the numerous strands and coils of shattered wire lying about on the ground and threw them over the parapets so as to form barricades facing the enemy. The two little forces successfully effected a junction, the bombers doing splendid work.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

August 1	Tons
2	238
3	214
4	243
5	211
6	221
7	235
8	229
9	226
10	225
11	215
12	240
13	232
14	214
15	204
16	214
17	216
18	215
19	213
20	208
21	213
22	203
23	214
Total to 23rd inst.	5,086

Daily average 221.13

THE SOUTH AFRICAN UNIT FOR EUROPE.

Terms of Service.

Pretoria, July 20.—It is officially announced that the main portion of the South African Overseas Expeditionary Force will be organized as infantry brigades; but there will be attached to it such smaller units of auxiliary services as the Imperial Government may require or as it is possible to raise in the Union. In addition to the heavy artillery batteries which are to be raised, the auxiliary units will probably include engineers, cyclists, signallers, ambulances, and possibly also a general hospital.

The contingent will be an Imperial unit, with the same status as that of the British Regular troops. The age for enlistment will be from 18 to 40, and preference will be given to those who have served in the campaign in South-West Africa, and after them to those who have previously done military service or who have undergone some form of military training. The terms of enlistment are for the war, and six months after its termination. Pay and separation allowances and pensions will be at Imperial rates.

Several counter-attacks were attempted by the enemy during the day but not one was even near success. In almost every case our artillery got information of the massing of German troops for assault, and succeeded in stifling all attempts at attack. In this way the enemy lost severely. The prisoners taken were mostly Prussians of good class and in good spirits. They appeared to be quite contented to be in British hands, and showed no traces of fear.

Confusion in German Lines.

One prisoner, who gave himself up, reported that great confusion reigned behind the German lines at the time of our attack. His regiment, the 213th, had been rushed up from Birschole, and were told that they were going to break through the British lines. Instead they had to execute a counter-attack, which was beaten off with heavy losses to the enemy.

The British casualties were not high. Our men behaved as usual, with the greatest dash and endurance, and seemed only too keen to have the opportunity of getting to close quarters with the enemy after a long period of inaction. In the course of the attack very valuable co-operation was received from the French artillery. Both in the preliminary bombardment, and in the subsequent spraying of the enemy's lines so as to prevent reinforcements coming up, their gunners were most helpful.

THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, TUESDAY, AUGUST, 24 1915.

SUBMARINE EXPLOIT IN THE BALTIC.

The Work of Commander Horton.

In the House of Commons on July 21 Dr. Macnamara announced that the officer in command of the British submarine which torpedoed the German battleship Pommern in the Baltic on July 3 was Commander Max K. Horton, D.S.O.

The facts regarding the torpedoing of the Pommern have been disclosed by easy stages. In the *Times* of July 9 it was announced that the submarine was a British boat. On July 12 it was announced that the Tzar had conferred the Cross of St. George on the officers and crew of the boat. Now it is admitted that the submarine was that of Commander Max K. Horton, who, with his men, will be congratulated on the prompt and gracious manner in which the Tzar recognized the important services rendered in the Baltic.

Commander Horton has been, considering his limited opportunities, the most successful British submarine captain. On September 13 he torpedoed and sunk the light cruiser *Hela*, and on October 6 the destroyer *S. 118* off the mouth of the Ems. He was also present during the battle in the Heligoland Bight on August 28, and on September 14 he examined the outer anchorage of Heligoland, a service stated by the Commodore of the Submarines to be "attended by considerable risk." In the dispatches published on Trafalgar Day Commodore Keyes said, after recording the destruction of *S. 118*:

"The enemy's torpedo craft pursue tactics which, in connection with their shallow draught, make them exceedingly difficult to attack with torpedo, and Lieutenant-Commander Horton's success was the result of much patient and skilful zeal. He is a most enterprising officer, and I beg to submit his name for favourable consideration."

MR. ROOSEVELT ON PEACE AT ANY PRICE.

New York, July 20.—Mr. Roosevelt has made a stirring appeal to the nation to discard a peace-at-any-price policy. He derides the arbitration treaties negotiated by Mr. Bryan, and argues that the policy of terrorism pursued by Germany, while it has not achieved its object in Great Britain, France, Belgium, Russia, Italy, Serbia, appears to have been completely successful in cowering men of soft nature in America. He proceeds:—

"I do not believe that it would have any effect in cowering the bulk of our people if they could be waked up to what has happened, but it has had a very great effect in cowering that noisy section of our people which has talked loudest about peace at any price. . . . The success of the German policy of blood and iron largely depends upon their possible rivals and opponents adopting a policy of milk and water. There is no meaner moral attitude than that of a timid and selfish neutrality between right and wrong."

And a meaner and more contemptible action than that of the Germans in sinking the *Lusitania*, in Mr. Roosevelt's opinion, is "our failure to act with instant decision thereon."—*Times* correspondent.

Sanitary Board.

There was only routine business done by the Sanitary Board this afternoon when it was decided to grant a licence for an offensive trade at Nos. 1 and 2, North Street, Inland Lot No. 953; section A. There were present:—Messrs G. N. Orme, president, Dr. Pearce M.O.H., Dr. Fitzwilliams, Chan Kai Ming, Ng Hon Tze, Lt. Col. Orisp and W. Bowen-Bowlands secretary.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman V. D. State:—

Joined. The undermentioned, having joined the Corps, are allotted Corps numbers and posted as follows:—No. 1898 Sapper J. Ferguson to Engineer Company, No. 1899 Private O. N. Cropley to Signalling Section.

Parades. Parades for Wednesday, 25th, instant, 5.30 p.m. Signalling Section Inspection of Arms, Ammunition, equipment and uniform at Headquarters. Parades in full marching order with 150 rounds of ammunition. The second suit of Khaki uniform is to be brought to this parade also. Recruits of Right Section M. G. Co. Squad Drill and Rifle exercises at Headquarters.

Dress. Members of the Corps are reminded that N.O.O.s below the rank of Sergeant and men walking out in uniform must wear waistbelts and carry canes. Sergeants will wear sidearms in addition.

Detail. Gun Club Hill, Kowloon. On duty until to-morrow morning, Scouts Company. Officer on duty to-night, Capt. Hutchison. Next for duty, H.K.V.R.:

Detention Camp, Kowloon on duty to-night No. 2 Sec. Arty. Batty, & the following members of Signalling Section:—Ptes. Hurle, Jacobs, Jennings, Pereira, Ramsey & Young. Officer on duty Lieut. Danby. Orderly Officer until to-morrow morning—Lieut. C. Smith. Orderly Sergeant until to-morrow morning Corpl. Young. Next for duty H.K.V.R.

Notice. Mt. Austin Men's Society. The Mt. Austin Men's Society will hold a devotional meeting in the Recreation Hall, Mt. Austin Barracks on Wednesday next at 7.45 p.m. There will be a special speaker and the meeting will be open to all.

THE ROLL OF HONOUR.

Shanghai Volunteer Killed.

It is announced that Lieutenant Winch Joseph Charles Budd, 2nd South Wales Borderers, aged 39, second son of Mr. and Mrs. E. Budd, of 84, Melrose Avenue, Norbury, Surrey, but recently of Clapham, was killed on June 28 at the Dardanelles, where he landed on June 10.

At the outbreak of war says the *Times*, he volunteered his services, and was granted a commission in Shanghai on December 14, 1914. He came to England, and was made lieutenant on February 22, and was attached to the 9th South Wales Borderers stationed at Pembroke Dock, and left home with a draft for the East at the end of May. He was with the Queen's Westminsters from 1894 to 1900, and passed for sergeant, and served with the City of London Imperial Volunteers (M.I.) in South Africa, 1900. From 1905 to 1908 he was a member of the Shanghai Volunteer Corps, and served with the reserve company from 1908 to 1914. He carried off several prizes for shooting, was educated at the United Westminster Schools, and had been in the employ of the Shanghai Municipal Council, Electricity Department, from February, 1904, as the their chief clerk.

FAR EASTERN BANKER'S WILL.

It is announced that Mr. William Murray, of Rutherglen, Glasgow, late manager at the Hongkong and Shanghai Bank at Shanghai, left personal estate in the United Kingdom valued at £49,789.

SAW SERVICE IN CHINA.

Death of Two Army Officers.

The following obituary notices are from the *Times* of July 21:—

Major Hugh William Fothergill Cooke, 24th Punjab, who is reported, officially, killed on July 14 in the Persian Gulf, was the eldest surviving son of Colonel W. S. Cooke, formerly of the 4th Light Dragoons and 22nd Regiment, of Heathside, Crookham, Hants. He was born in 1870, and was educated at Repton, Bedford, and Sandhurst, and obtained his commission in the Cheshire Regiment in March, 1891, transferring to the Indian Staff Corps the year following, and posted to the 24th Punjab Infantry. He served in the Mesopotamian Expedition, 1894-5 (medal), and with the relief force in the Chitral operations, 1895, as A. D. C. to General of Communications, being mentioned in dispatches (medal). In China in 1900 he was present at the relief of Peking (medal), and in 1908 he took part in the operations in the Mohmand country (medal). In the present war he was present at the operations on the Suez Canal in January and February, and the regiment being subsequently moved to the Persian Gulf, he was wounded in the action at Shaiba on April 14. He married, in 1906, Edith, younger daughter of the late Lieutenant-Colonel Ashton, R. A. M. C., of Cheltenham, and leaves two sons. Major Robert Macpherson Hall, 25th Cavalry (late 13th Lancers), died suddenly at Banu, India, on July 8, after active service in France. He was born in October, 1872, and received his commission in September, 1892, joining the Indian Staff Corps in 1893, and being promoted captain in 1901 and major in 1910. He first saw active service on the North West Frontier in 1897-8 (medal and clasp), and as brigade transport officer in the Tirah (clasp). He also took part in the relief of Peking in 1900 and received the medal and clasp.

VOLUNTEER RESERVE ORDERS.

The following is a correction of the orders issued by Major Wakeman, O.C. H.K.V.R.

Prisoners of War Camp Guard and Gun Club Hill Picquet. The H.K.V.R. will relieve the H.K.V.O. on Wednesday, the 25th inst.

Detail.

At Prisoners of War Camp Wednesday, 25th, 1 & 2 sections of A Co. Thursday, 26th, 1 & 2 sections of B Co. Friday, 27th, 1 sections of C Co. Saturday, 28th, 3 and 4 sections of A Co. Sunday, 29th, 3 and 4 sections of B Co. Monday, 30th, 2, 3 and 4 sections of C Co. At Gun Club Hill, Wednesday, 25th, 3 and 4 sections of A Co. Thursday, 26th, 3 and 4 sections of B Co. Friday, 27th, 2, 3 and 4 sections of C Co. Saturday, 28th, 1 and 2 sections of A Co. Sunday, 29th, 1 and 2 sections of B Co. Monday, 30th, 1 section of C Co.

LATEST SHIPPING NEWS.

MOVEMENT OF STEAMERS.

The P. & O. s.s. SARDINIA left Singapore for this Port on the 23rd instant afternoon, with the outward English Mail, and is due here on the 25th instant at about 9 a.m.

The s.s. BLOEMFONTEIN is expected to arrive here from New York on Wednesday, 25th August.

The s.s. GLENIFFER is expected to arrive here from London on or about 28th August.

The C. P. R. s.s. MONTEAGLE due Yokohama on Wednesday, the 25th Aug. a.m. leaves Yokohama same day p.m.

COMMERCIAL.

British Cotton Growing.
The British Cotton Growing Association at their annual meeting at Manchester on July 8, reported that the total amount of cotton grown under its management during the twelve months was nearly 100,000 bales and was worth £1,200,000. An anxious time was before them, as the Association Government grant expired in March, and if it were not renewed the Association would have to stop all philanthropic work for the encouragement of cotton growing in all parts of the Empire.

Tea.
The latest advices from Hankow are to the effect that the total arrivals of second crop Congou teas amount to 267,000 half chests, and as further receipts are estimated at 60,000 half chests, the total realized will give a surplus of Yangtze Valley teas at 10,000,000 lb. as compared with last year's harvest. The decline of the rouble has seriously affected Russian buying, causing a considerable drop in the market, the decline being as much as 1s. 7 on the poorer qualities, and 1s. 10 for the better grades (Hankow tea). The supply of Kiukang tea being considerably smaller, was not so much affected, buyers preferring to ship to the Shanghai market.

In Shanghai demand has been small and prices are inclined to reach the Hankow level. Niogow, Monings and Kiukangs show a decline of about 1s. 6 during the interval. Green Teas.—The market during the interval for country teas has been very dull and prices have steadily fallen, more especially for uncoloured oops, these having dropped 1s. 5 from the value of a month ago. Arrivals are coming in freely, but the market is weak and lifeless. All grades except Fyehow Fourteens are lower, and are not much above rates ruling before the outbreak of war last year. Obumees and Gunpowders are one penny lower, and are readily bought at the reduction, though buying is by no means general. Figures for day for country teas including Wenshow and locally packed are: arrivals, 1915 6, 100,911 half chests, against 1914 5, 121,463, 1914 4, 89,403; settlement, 1915 6, 70,161 half chests, against 1914 5, 90,673 half chests, 1914 4, 73,590. Owing to a sharp fall in the rouble exchange, the market for Byrons has been very quiet, and for tea over 1s. 38 a decline of at least 1s. 4 can be noted. Lower grades have kept fairly steady considering the absence of demand; arrivals to date are 72,000 half chests while settlements only reach 32,000 half chests. Arrivals of Pinguys and Hoochows are still well in excess of last season, but are now beginning to fall off, the native account being that there will be no excess in final supplies. Demand had been slight, and tea men have had to lower the price about half a cent to effect sales, the market closing flat.

SHIPPING AND CONQUERED TERRITORY.

Plans for South-West Africa.

The Times understands that the Union-Castle Steamship Company is already considering the question of arranging for one of its vessels to call at the ports of the conquered German territory in South-West Africa; such an arrangement would be in the form of an experiment, and its continuance would depend on the measure of support that is forthcoming. The Ellerman and Bucknall Company is also considering the possibility of establishing communication with the ports.

When in peace the Germans were in possession, the British steamship lines were not allowed to call at the ports of Swakopmund and Luderitz Bay, although no difficulties were placed in the way of the German lines calling at the British ports on the African coast. Much has been done to make Swakopmund a good port, and it is anticipated that in future direct railway communication will be established with Rhodesia.

THE ALEXANDRA CAPE.
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SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS FA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$330 ex div. 276/-	120,000	\$125	all	855 July.	700 Oct.	830 x div. 780 c. div.	790 c. div.	{ £2/3/- at 1/9 5/16 equal to \$24.21 for 1/4 year 30/6/15
Marine Insurances.									
Canton Insurance Office, Ltd.	380 b.	10,000	\$250	50	350 Dec.	305 Oct.	380	360	{ Final of \$4 a/c 1913, Interim of \$18 a/c 1914. Interim of 12 1/2 p.c. for 1914
North China Ins. Co., Ltd.	165 b.	10,000	\$15	25	145 May	133 Jan.	170	160	
Union Ins. Society of Canton, Ltd.	\$966 b.	12,400	\$250	100	847 1/2 April	700 Oct.	\$966	\$855	{ Final of \$20 and bonus of \$5 making \$55 for 1913 and Interim of \$30 for 1914
Yangtze Ins. Assoc. Ltd.	\$243 b. ex 73	12,000	\$100	60	210 April	192 1/2 Jan.	243	225	{ Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
Fire Insurances.									
China Fire Ins. Co., Ltd.	\$161 b.	20,000	\$ 00	20	160 July	140 Oct.	160	130	\$9 for 1913
H'kong Fire Ins. Co., Ltd.	\$405 b.	8,000	\$250	50	395 Feb.	368 April	405	385	\$27 for 1913
Shipping. (40 cts. b. i. the re-)									
C.M.S.S. Co., Ltd. (turn of \$4.50 per s.)	30,000 \$25 all	10	Jan.	5 1/2 Dec.	50 cts.	30 cts.	\$1 for 1906		{ Final of 40 cts. making 90 cts for year ending 30.6.14
Douglas Steamship Co., Ltd.	\$68 1/2 s.	20,000	\$50	all	36 Mar.	27 1/2 Nov.	69 1/2	45	{ Final of 37 1/2 making 6 1/2 on preferred shares & 5 1/2 on deferred shares for year 1913
Hongkong, C. & M.S.S. Co., Ltd.	\$22 1/2 s.	80,000	\$15	all	29 1/2 Jan.	22 Dec.	23	19	{ Final of 5 1/2 (Coupon No. 24) making 7 1/2 for 1914
Indo-China Steam Navigation Co., Ltd.	Combined \$148 a. Deferred \$92 s. Preferred \$55 b.	{ 60,000 \$25 all 60,000 \$25 all			79 Jan.	50 Sept.	154	96	{ Final of 5 1/2 (Coupon No. 24) making 7 1/2 for 1914
Shell Transport & Trading Co., Ltd.	\$91/- s.	3,797,610	\$1	all	106/- Feb.	70/- Sept.	90/- x div. 82/- x div.		{ \$1.50 per share and bonus of 40 cents per share for year ending 30.4.15
Star Ferry Company, Ltd.	\$36 1/4 s.	40,000	\$10	all	49 Mar.	40 Nov.	37	32	
Refineries.									
China Sugar Refining Co., Ltd.	\$129 b.	20,000	\$100	all	96 1/2 Feb.	70 Nov.	133	111	\$3 for 1913
Luzon S. Refining Co., Ltd.	\$38 1/2 & 39 sa.	7,000	\$100	all	31 Jan.	17 Dec.	46	27 1/2	\$3 for 1907
Mining.									
Kailan Mining Administration	30/- b.	1,000,000	\$1	all	4 1/2 Feb.	33 1/2 Dec.	33 1/2	30/-	{ Interim of 1/- account year ending 30.6.13 (Coupon No. 5) 1/2 for 1909
Raub Australian Gold Mining Co., Ltd.	\$4 s.	200,000	\$1	all	3 1/2 Jan.	1 1/2 Nov.	4	3 1/2	{ 1/- interim a/c 1915 paid 12.7.15
Trompsburg Mines Ltd.	\$31/- s.	160,000	\$1	all	39/- Feb.	19 1/2 Nov.	32 1/2	32/-	{ 1/- interim 1915
Ural Caspians	\$9/- sa.	798,668	\$1	all	56 1/2				
Docks, Wharves and Godowns &c.									
H'kong & K.W. & G. Co., Ltd.	\$75 b.	50,000	\$50	all	89 Jan.	73 Nov.	79	68	\$3.50 for year 1914
H'kong & W'poo D. Co., Ltd.	\$73 1/2 b.	50,000	\$50	all	77 Jan.	53 Oct.	76 1/2	57	\$3 dividend for year 1914
Shanghai Dock & Eng. Co., Ltd.	\$61 1/2 b.	55,700	\$100	all	60 July	50 Dec.	61 1/2	49 ex div.	Tls. 5 for 1913
Shanghai & H'kew W. Co., Ltd.	\$90 b.	38,000	\$100	all	109 Jan.	82 1/2 Dec.	93 1/2	80	Tls. 5 for 1914
Land, Hotels and Buildings.									
Anglo French Lands	\$94	13,000	\$100	100			94	94	Tls. 6 1/2 for year ending 29.2.14
H'kong Hotel Co., Ltd.	\$116 b.	20,000	\$50	50	128 July	120 Dec.	116	112	{ \$2.50 for half year ending 31.12.14
H'kong Land Investment Co.	\$110	50,000	\$100	all	117 1/2 July	98 Nov.	111 x div.	108	{ \$3 1/2 for year ending 30.6.15
H'phreya Estate & F. Co., Ltd.	\$6 1/2 b.	150,000	\$10	all	9 1/2 Jan.	7 Nov.	7	6 1/2	{ 45 cents for year 1914
K'loon Land & Building Co., Ltd.	\$40 b.	5,000	\$50	20	45 1/2 Jan.	44 Feb.	40	40	{ \$3 for 1914
Shanghai Lands	\$102	78,000	\$50	all	98 Dec.	89 Oct.	106	101	{ Dividend of 6 p.c. for 1 year ending 30.6.15
West Point Building Co., Ltd.	\$72	12,000	\$50	all	73 June	66 Feb.	72	70	{ \$2 for half year ending 30.6.15
H'kong Central Estates	\$100	10,000	\$100	all			100	100	{ \$4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	\$176 b.	20,000	\$50	all	138 July	125 May	176	159 1/2	Tls. 12 for year ending 31.10.14
Hongkong Cotton Co.	\$74 b.	125,000	\$10	all	8 1/2 Mar.	7 June	7 1/2	7	{ 50 cents 31.7.08
Kung Yik	\$15.30	75,000	\$10	all	144 Jan.	11 Mar.	15 1/2	13 1/2	{ Tls. 1.20 for year ending 30.11.14
Laou Kung Mow	\$74 b.	8,000	\$100	all	110 Feb.	70 May	59 b.	86	{ Tls. 12 for 1913
Shanghai Cottons in S'hai	\$103 b.	40,000	\$50	all	135 Feb.	70 Nov.	102 1/2	86	{ Div. Tls. 6. Bonus Tls. 4. Extra 1 Bonus Tls. 1, year end g 30.6.14
Miscellaneous.									
China Borneo Company, Ltd.	\$11 n.	10,000	\$5	all	12 May	10 Dec.	10	10	85 cents for 1914
China Light & Power Co., Ltd.	\$4.40 sa. b.	10,000	\$5	all	4.80 July	4 April	4 1/2	4 1/2	6 1/2 for year ending 28.2.06
Do. (Spec. shares)		50,000	\$1	all					
China Prov. L. & M. Co., Ltd.	\$8.90	125,000	\$10	all	9 Jan.	7 Nov.	8.95	8.00	70 cts. for 1914
Dairy Farm Company, Ltd.	\$34	40,000	\$7 1/2	6	39 June	35 Aug.	34	34	\$1.50 for year ending 31.7.14
Green Island Cement Co., Ltd.	\$8.10	400,000	\$10	all	6.90 Jan.	5 Dec.	8 1/2	6.70	50 cts. for 1914
Hongkong Electric Co., Ltd.	\$43 sa.	60,000	\$10	all	49 Jan.	36 Nov.	44 1/2	39	\$2.00 per share for 1914
Hongkong Ice Co., Ltd.	\$185 b.	6,000	\$25	all	21 1/2 July	17 Dec.	185	184	{ Final of \$1 making \$84 for 1914
Hongkong Rope Mfg. Co., Ltd.	\$29 1/2 s.	60,000	\$10	all	25 June	22 Apr.	30	25	{ Final of \$1 making \$2 for 1914
Hongkong Tramway Co., Ltd.	\$20 b.	325,000	\$5	all	13/- July	7/- Feb.	5.25	4.80 x div.	{ \$10 % for 1914
Langkats	\$37 1/2 b.	250,000	\$10	all	64 1/2 Mar.	28 Dec.	42	37 1/2	{ Interim of T. 1 making T. 2 a/c 1913
Peak Tramway Co., Ltd. (Old)	\$9.60 sa. b.	25,000	\$10	all	10 1/2 Jan.	9 1/2 June	10	9	{ 70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Do (New)	80 cts. b.	50,000	\$10	all	93 cts. Jan.	75 cts. Dec.	81	80 cts.	{ None
Philippines Ld.	\$4 b.	75,000	\$10	all					{ \$1.50 for 1910
H. Price & Co., Ltd.	\$5 b.	12,000	\$10	10					
Societe des Pulpes et Papier-teries du Tonkin	\$20	13,200	\$50	all			20	20	None
Steam Laundry Co., Ltd.	\$3.00 b. x div.	20,000	\$5	all	5.00 June	4 Nov.	3 1/2	3.00	25 cts. for year ending 31.5.15
Union Water-boat Co., Ltd.	\$18 b.	27,723	\$10	all	22 1/2 Feb.	17 Jan.	18	16 1/2	{ \$1.00 per share for year ending 31.12.14
Watson and Co., Ltd.	\$7.00 b.	90,000	\$10	all	8 1/2 April	6.90 Dec.	6.60 x div.	6 1/2 x div.	{ 60 cts. for 1914
William Powell, Limited.	\$6.90 s.	21,000	\$7	all	9 1/2 Jan.	6 1/2 Dec.	7	6	{ 50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
S. C. Morning Post	\$29 b.	6,000	\$25	all	30 June	32 Dec.	29	29	\$1.50 for 1914

WRIGHT & HORNBY.

Share and General Brokers

6, Des Voeux Road Central, Tel. address, Rectitude.

CONNECTED TO NOON, 24 AUG., 1915.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN UP TO THE MINUTE SHARE MARKET NEWS.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE

August 24th.

Selling.	T/T Bombay 1/9 5/16	On Haiphong 9 1/2 prem.	Gold List per oz. \$52.60
Demand 1/9 3/8	Demand Bombay 134 1/2	On Saigon 8 1/2	Sovereign \$11.20 nom.
30 d/s 1/9 7/16	T/T Calcutta 134 1/2	On Bangkok 8 1/2	Bar Silver ready 22 7/8
60 d/s 1/9 1/2	Demand Calcutta 134 1/2		forward 22 7/8
4 m/s 1/9 1/2	Demand Manila 85	Buying.	
T/T Shanghai 78 1/2	T/T San Francisco & N.Y. 41 5/8	4 m/s. L/O 1/10 15/16	
Private 30 d/s sight 75 1/2	Demand New York 41 3/4	4 m/s. D/P 1/10 1/15	
T/T Singapore 75 1/2	T/T Java 106 1/4	6 m/s. L/O 1/10 3/16	
T/T Japan 86	T/T Marks Nom.	30 d/s. Sney & M. 110 3/16	
T/T India 134 1/2	Demand Germany Nom.	30 d/s. San Francisco & N.Y. 41 5/8	
Demand India 134 1/2	T/T France 24 1/2	4 m/s. Marks Nom.	
	Demand Paris 24 1/2	4 m/s. Francs 25 1/2	
		6 m/s. Francs 25 1/2	

SUBSIDIARY COINS.

Discount per \$100.

Chinese 20 cts. pieces \$20 5/8

Chinese 10 cts. pieces \$20 3/4

Hongkong 20 cts. pieces \$9 3/4

Hongkong 10 cts. pieces \$9 3/4

NOTICE

A "NUTRAL" BEER.

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BANKS

INTERNATIONAL BANKING CORPORATION
HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 25, Abchurch Lane, E.C. 4.
BRANCHES: BOMBAY, CALCUTTA, MANILA, CANTON, Peking, Cebu, Colon, San Francisco, Hankow, Shanghai, Hongkong, Singapore, Kobe, Yokohama.
CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$1,120,000
(U.S. Gold) \$7,370,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914.

THE YOKOHAMA SPECIE BANK LIMITED
Established 1880.
Authorized Capital Yen 40,000,000
Paid-up Capital 30,000,000
Reserve Fund 19,000,000
Head Office—YOKOHAMA.
Branches: Amoy, Canton, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchow, Tientsin, Yokohama.
Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
EISHI ONO, Manager.
Hongkong, 15th March, 1915.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA
Incorporated by Royal Charter 1853.
HEAD OFFICE—LONDON.
Paid-up Capital £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000
FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
Wm. DICKSON, Manager.
Hongkong, 11th April, 1915.

THE HONGKONG AND SHANGHAI BANKING CORPORATION
Banking may be obtained on application.
INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation, N. J. STABE, Chief Manager.

THE MERCANTILE BANK OF INDIA LIMITED
Authorized Capital £1,000,000
Subscribed 1,250,000
Paid Up 1,250,000
Reserve Fund 800,000
BANKERS:
Bank of England, London Joint Stock Bank, Limited.

NOTICE
THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
(Capital Paid up—\$1,500,000.)
Loans on Mortgage of House Property, etc.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)
The Office of TRUSTEE, EXECUTOR, etc. Undertaken and Executed. SHEWAN TOMES & Co. General Managers.
Hongkong, 19th March 1890.

HONGKONG & SHANGHAI BANKING CORPORATION
Paid-up Capital \$15,000,000
RESERVE FUNDS: Sterling \$1,500,000 at 2/- = \$15,000,000 Silver \$18,000,000
Reserve Liability of Proprietors \$15,000,000
COURT OF DIRECTORS: Hon. Mr. D. Landale, Chairman, W. L. Patterson, Esq., Deputy Chairman, S. H. Dodwell, Esq., G. T. H. F. F. Esq., C. S. Gubbay, Esq., F. H. Holyoake, Esq., J. A. Plummer, Esq., Hon. Mr. H. Shullim.
CHIEF MANAGER: Hongkong—N. J. Stabe, Manager.
Shanghai—A. G. Stephens, London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed on Current Accounts at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABE, Chief Manager.

HONGKONG SAVINGS BANK
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation, N. J. STABE, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA
Incorporated by Royal Charter 1853.
HEAD OFFICE—LONDON.
Paid-up Capital £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000
FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
Wm. DICKSON, Manager.
Hongkong, 11th April, 1915.

THE HONGKONG AND SHANGHAI BANKING CORPORATION
Banking may be obtained on application.
INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation, N. J. STABE, Chief Manager.

THE MERCANTILE BANK OF INDIA LIMITED
Authorized Capital £1,000,000
Subscribed 1,250,000
Paid Up 1,250,000
Reserve Fund

